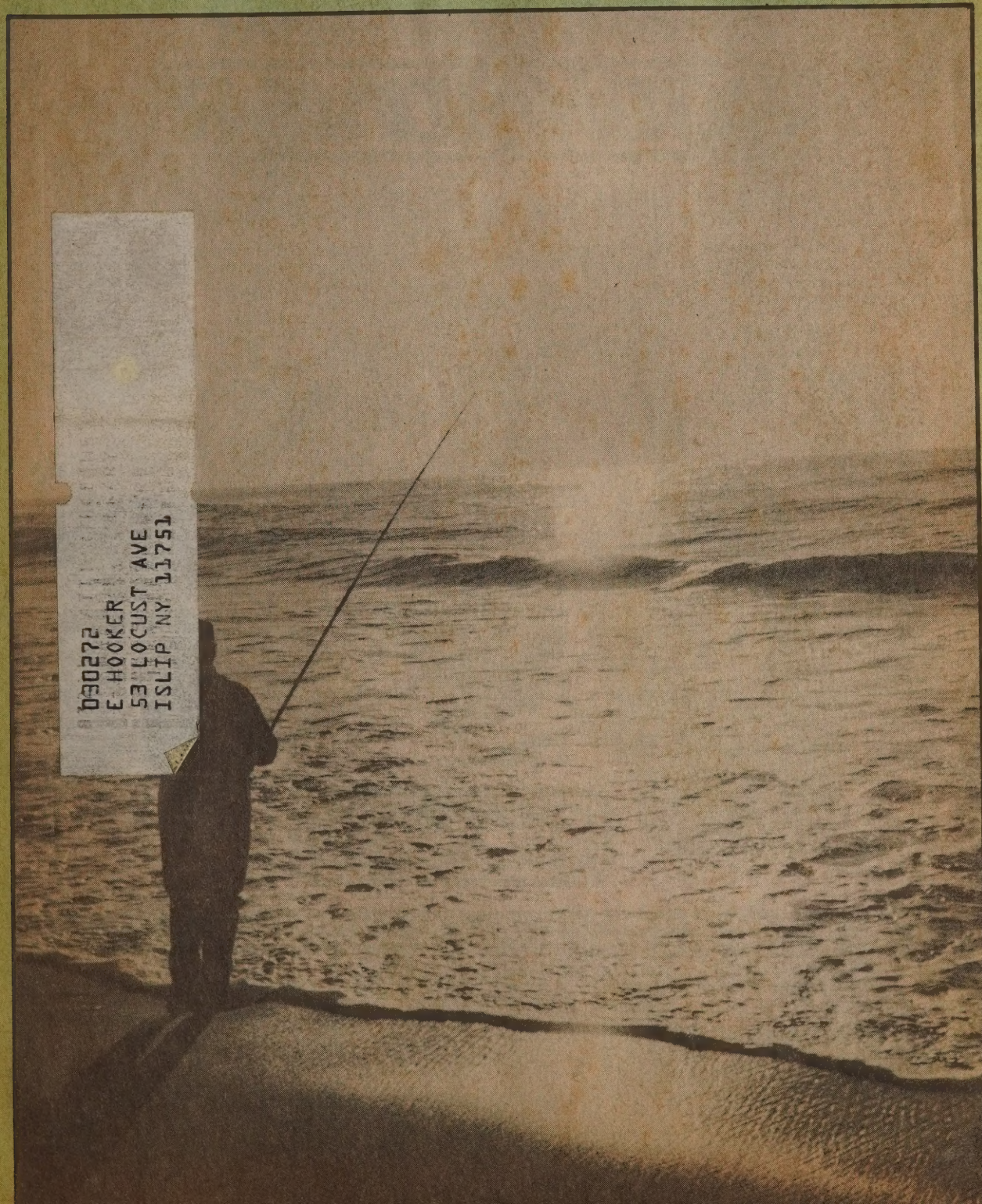
March 17th – March 23rd, 1988, No. 11 75¢

THE Fisherman

Long Island, Metropolitan New York Edition



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It's pretty clear that sharp hooks will catch more fish! No one would ever deliberately use *dull* ones.

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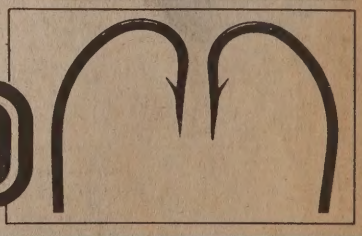

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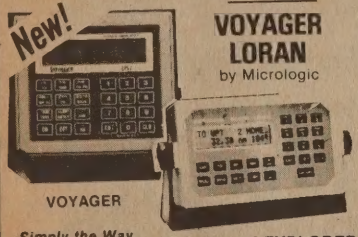

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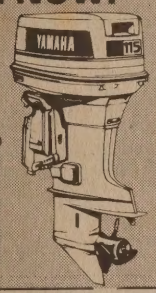

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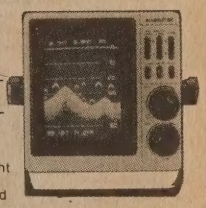

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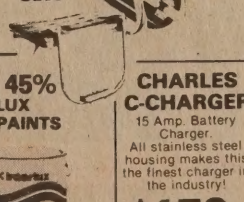

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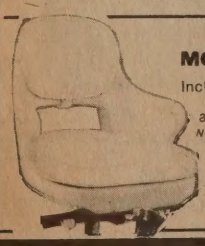

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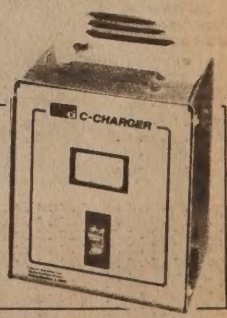

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Saturday, April 9, 1988 6am-6pm
Sunday, April 10, 1988 6am-4pm

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By mail - Complete application below

In person - Captree Bait & Tackle Shop
Jones Beach Bait & Tackle Shop
(Parking field #10)

In person registration deadline - Sat., April 9 - 8:00 am

Tournament Entry Fee: $5.00

Prizes: Cash prizes - 1st place - $500
2nd place - $250 / 3rd place - $100
4th - 10th place - Equipment prizes

co-sponsors: CAPTREE BAIT & TACKLE SHOP, The Fisherman

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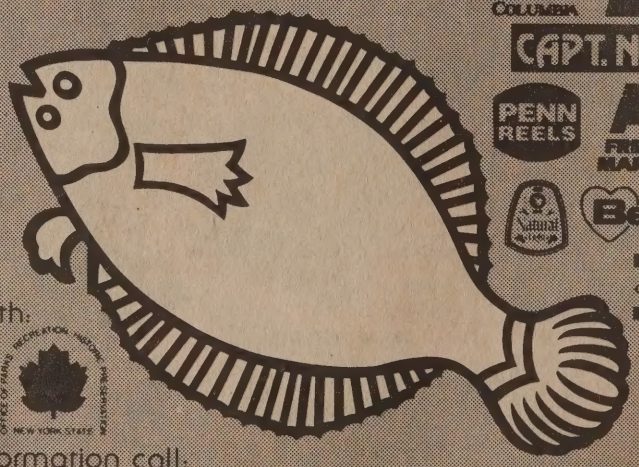

In cooperation with:
LONG ISLAND STATE PARK REGION
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Entry Form Make checks payable to: Sport Fishing Fund

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Telephone # Home ( ) _____ Business ( ) _____

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Mail to:
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P.O. Box 247
Babylon, N.Y. 11702

THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

Volume 23, Number 11 March 17th, 1988

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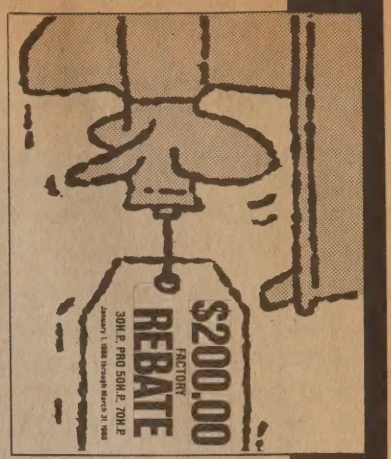
ABOUT THE COVER:

Coastal erosion is becoming an increasingly serious concern for Long Islanders. Bill Muller takes a look at this critical issue on page 26. Dick Mermon Photo.



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Remote control box on all electrical models. Stainless steel propeller on Pro 50 and larger. Power trim and tilt on Pro 50 and larger. Tachometer, low-oil warning, and trim gauge on Pro 50 and larger.

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Responsive start and throttle controls. Smooth idle. Maximum top-end performance. Reliable long distance running. Dependable operation in all weather conditions.

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Exceptionally quiet ride at all speeds. No offensive smoke associated with old motors.

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SKEPTICAL? — 100% SATISFACTION GUARANTEED —
Unbreakable and easily installed, Outboards under 30hp. $59.95, over 30hp. and I/O,s $67.95, Volvo 280,290 $107.95. NYS residents add 8% Tax.

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"I USE MY BOAT FOR DIVING, AND CARRY LOTS OF HEAVY GEAR. THE DOEL-FINS GET THE BOAT ON PLANE FASTER AND REDUCED MY PLANING SPEED BY BETTER THAN 400 RPM. THEY WERE DEFINATELY WORTH THE MONEY!"

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24' CENTER CONSOLE, 185hp JOHNSON
"THE DOEL-FIN IS SUPER, ON A FIFTY MILE RUN OUT TO THE BUTTERHOLE OFF MONTAUK POINT MY FUEL CONSUMPTION WENT FROM 60 GAL. TO ABOUT 40 GAL. I'M ABLE TO TRIM PERFECTLY NOW, THE BOAT IS MUCH DRYER AND SMOOTHER. IN A 4' SEA THEY MAKE ONE HECK OF A BIG DIFFERENCE. THEY'RE THE BEST INVESTMENT I EVER MADE IN THE BOAT."

SEA OX
PETE G. MIDDLESEX, NJ 1/14/88
23' CUDDY, 200hp MARINER
"YOUR DOEL-FINS ARE INCREDIBLE! WITH 6 PEOPLE AND GEAR, IT PLANES AT 2200 RPM, IT WAS PLANING AT ABOUT 3300 BEFORE THEM, CAVITATION HAS BEEN TOTALLY ELIMINATED IN HARD TURNS. THE ENTRY HAS IMPROVED 100%, THERE IS NO POUNDING AT ALL AND HANDELING IS BETTER IN A FOLLOWING SEA. I'D SAY MY FUEL ECONOMY HAS IMPROVED AT LEAST 10-15%, YOU CAN TELL THE ENGINE ISN'T WORKING AS HARD AT 3000 RPM IT'S MUCH QUIETER. ABOUT 10 OF MY FRIENDS BOUGHT THEM AND THEY'RE ALL PLEASED !"

SEA SPRIGHT
CLARENCE N. LEHIGHTON, PA 11/7/87
17' BOWRIDER, 120hp MERC I/O
"I WAS SKEPTICAL AT FIRST, BUT NOW I'M A BELIEVER. MY BOAT; HANDLES BETTER, RIDES SMOOTHER THROUGH CHOPPY WATER, PLANES FASTER, HAS NO BOW RISE, AND PICKED UP ABOUT 5 MPH. IF THIS SOUNDS LIKE A TESTIMONIAL, YOUR RIGHT! I ONLY WISH I HAD PUT DOEL-FINS ON 4 YEARS AGO WHEN I BOUGHT THE BOAT."

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NEVER SCRAPE OR PRESSURE WASH AGAIN. Originally developed for AeroSpace use, Nyalic permanently seals the surface of Fiberglass or Metal. Once applied our nylon based coating allows you to wipe your Hull, Outboard or Outdrive clean with a cloth, EVEN AFTER BEING IN THE WATER FOR A FULL SEASON!

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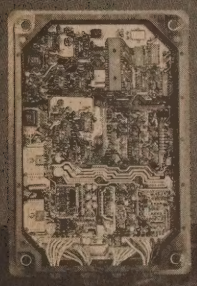
Yamaha's new 225-hp V6 Excel lives up to its name. It excels in every category of outboard motor performance, technology and reliability.

To start with, it comes out of the hole in a flash. This eye-opening acceleration is greatly due to a 1.8:1 gear ratio, a sleek gearcase design and a wide trim range that tucks the motor under to negative 4°.



A new induction system and reed valve design help extend this incredible performance across the entire operating spectrum.

This year, a new digital tachometer, trim meter and oil level indicator are combined in a single instrument.

With all this going for it, the Excel also has a brain. Its micro computer continuously monitors engine speed, temperature, load and fuel quality. Then, it adjusts ignition timing accordingly for optimum performance under all conditions.

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YOUNG BOATMAN'S COURSE IN MORICHES

The Moriches Bay Power Squadron is pleased to announce that they are once again conducting the New York State Young Boatsmen Course at the East Moriches School, Adelaide Avenue and Montauk Highway, East Moriches.

This worthwhile course offers topics such as rules of the road, boating safety, elementary seamanship, stability, basic knots and introduction to charts. All youngsters ages 10 to 16 who successfully complete the course will be awarded a certified New York State Operators License, allowing operation of pleasure power boats on all waters governed by New York State.

For further information, please contact Marie Homan, 878-1177. Parents are welcome to attend.

BOATING SKILLS COURSE IN BROOKLYN

Registration for the last course this year in Boating Skills and Seamanship will take place on Thursday, April 7th, at 7:30PM at Floyd Bennett Field, Flotilla 11-2 headquarters, Building number one (Tower), Brooklyn, New York.

This is a complete and comprehensive course presented by a staff of qualified Coast Guard Auxiliary instructors. Text books and all needed materials will be available at a nominal cost.

For information and reservations please contact the following persons after 6:30PM: George Goodhartz, (718) 251-2472; Thomas La Grutta, (718) 238-9187.

TUNA FISHING SEMINAR FOR ANGLERS AND COMMERCIAL FISHERMEN

There will be a Tuna Fishing Seminar on Saturday and Sunday, April 9th and 10th at the Riverhead High School Auditorium, Harrison Avenue, Riverhead, NY. Tuna fishing creates great excitement for sport and commercial fishermen alike. The art of tuna fishing requires a great deal of know-how and experience. The purpose of this seminar is to provide fishermen with the most up-to-date information on tuna fishing topics. Marine scientists, oceanographers and experienced fishermen will present detailed information on the following topics:

Locating tuna. Gulf Stream eddies. How to find them, what they are, vertical and horizontal size; equipment needed to find eddies and how to use it; how tuna relate to them. Fish finding electronics, transducer, beam angles, frequencies, pulse rate, flashers, paper machines, color machines, plotters, Lorans.

Catching tuna. Rods, reels, rigs, lures, hooks and trolling and chumming techniques, rigging baits, gaffing and landing. Successful tuna downrigging.

Handling and marketing your catch. Who and where are the buyers; handling for quality; how to cut and ice the catch; body bags, fish bags, new initiatives. Overview of the Japanese markets.

Biological profiles of bluefin, bigeye, yellowfin and other tuna species; including physiology of sight, sound and temperature; reproduction, food habits and growth rate and age. How to identify them.

Fish Attraction Devices (FADS). How to build them; how they work.

Management. Harvesting categories, quotas, treaties, stock status. National Marine Fisheries Service representative will be on hand.

As you can see, this is an intensive two day educational event no tuna fisherman will want to miss. Successful registrants will be sent complete directions and agendas. Registration is first come, first served, so register now. Seating is limited! For more info, call (516) 727-3910.

U.S. POWER SQUADRON ANNUAL MEETING

More than 350 members of the U.S. Power Squadrons' District 3, the "Long Island District," will converge on Smithtown from Friday, March 18 to Sunday, March 20, for the District's Annual Meeting.

Representatives of the District's 20 local Power Squadrons, which sponsor boating education and safety activities from Brooklyn to East Hampton, will attend the session at the Sheraton-Smithtown Inn. During the meeting, the representatives will hear reports from District and Nationa officers, participate in nautical and educational workshops and act on matters affecting the 2,500 Power Squadron members on Long Island.

Leo Kohl of Bellmore will be installed as District Commander in a "Change of Watch Ceremony" during the Annual Meeting. Kohl is a Past Commander of the South Shore Squadron, where he attained the rank of Navigator. He has been active for many years in that Squadron's educational and safety programs.

Other District 3 officers scheduled to be installed include: Guy Anastasion of Syosset as Executive Officer; Harry J. Kemp of Mineola, as Educational officer; Joseph Zimmer of Smithtown, as Administrative Officer;

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When you're looking for staying power, look for STOWAWAY, ACTION PACK and SUPER CRANK batteries from GNB. For more information on where you can buy GNB marine batteries, call 1-800-447-4700, ext. 54.

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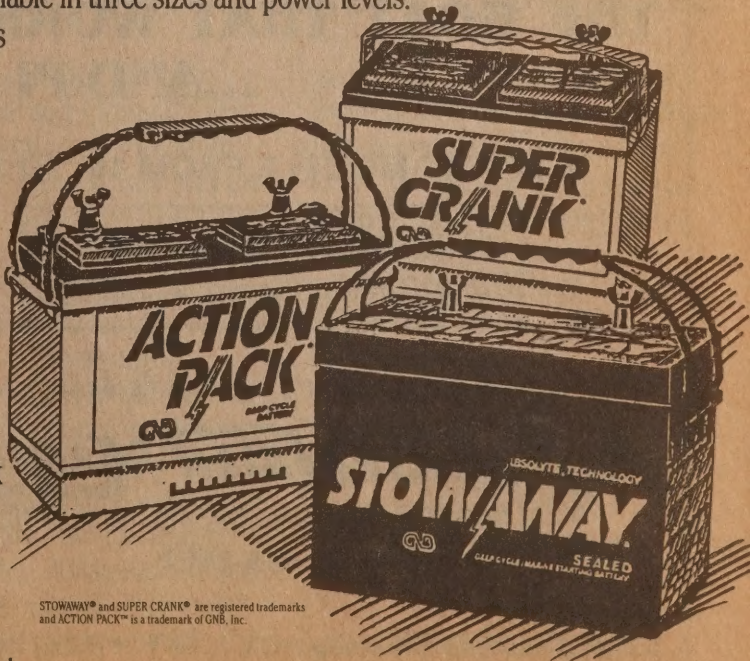

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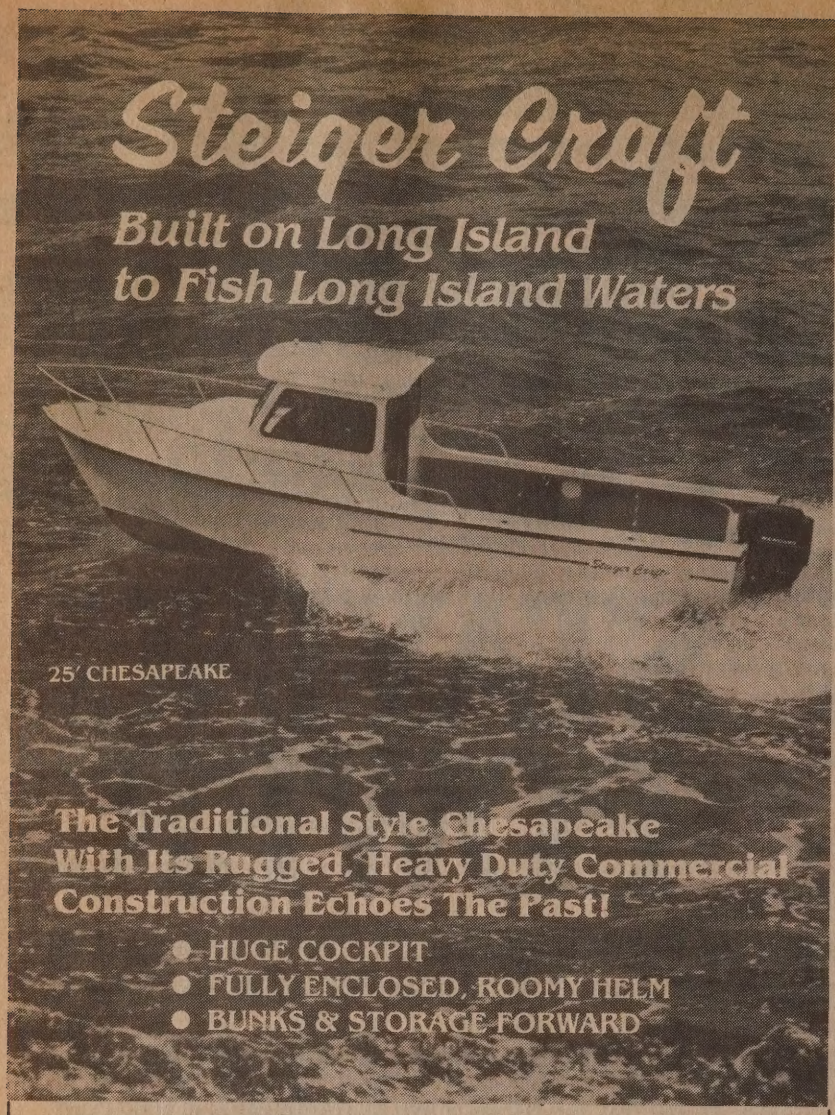
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Karl Crutchfield of Brooklyn, as Secretary and David Cherrington of Coram as Treasurer.

The U.S. Power Squadrons is an association of men and women whose objectives are to encourage and promote a high standard of skill in the handling and navigation of power and sail boats; to promote the study of the science and art of navigation, seamanship and small boat handling; to develop instructional programs for the benefit of members; and to stimulate members to increase their knowledge of and skill in boating—through self-education and participation in marine sports activities and competition. The local Squadrons also conduct public boating classes for boaters and would-be boaters throughout Long Island.

FISHERY COUNCILS SEEK END TO OCEAN DUMPING

In response to "a rare show of solidarity among commercial fishing interests, charter and party boat operators and recreational fishermen over the issue of ocean dumping," the New England and Mid-Atlantic Fishery Management Councils in January issued a joint call for an end to the disposal at sea of industrial waste, contaminated sewage sludge and other harmful materials. Citing the ill effects of ocean dumping on fisheries off the northeastern coast of the United States, the councils are insisting that all appropriate state and federal agencies step up enforcement of existing laws and regulations until dumping is stopped, work to reduce pollutants discharged into rivers and coastal waters and research alternatives to fouling the ocean with harmful waste.

The future of dumping at the federal 106 mile deep water dump site off the coast of Cape May, New Jersey was singled out as of particular concern. It is the only offshore site currently approved for industrial wastes and municipal sewage sludge, and is close to valuable commercial and recreational fishing areas on the edge of the continental shelf. Important fisheries affected include cod, menhaden, bluefish, butterfish, squid, mackerel, tunas, billfishes and sharks.

The two councils are acting under the mandate of a 1986 amendment to the Magnuson Act, which directs each regional council to consider the habitat needs for fisheries under their jurisdiction, to express those concerns to the relevant regulatory agencies, and for those agencies to respond to those concerns. The councils have urged the Environmental Protection Agency to improve its monitoring of vessels to prevent dumping short of the site and disposal of non-permitted waste materials. Fishermen are asked to give detailed reports of illegal dumping to either the councils, EPA or the Coast Guard. Finally, the councils are taking their concerns to Congress to support legislation to end ocean dumping once and for all.

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And the Ugly Stik Lite™—up to 42% lighter without sacrificing an ounce of strength or sensitivity. Fishermen enjoy fatigue-free, all-day casting, plus all the quality features of the Ugly Stik family.

Now Shakespeare introduces the new Ugly Stik Tournament Class™ series, designed for serious anglers who simply won't settle for less. Our new PT² (Precision Taper Tip) grinding process creates a quicker taper for Tournament Class rods, dramatically increasing the tip action. Then we add the finest components to make this Ugly Stik a real beauty.

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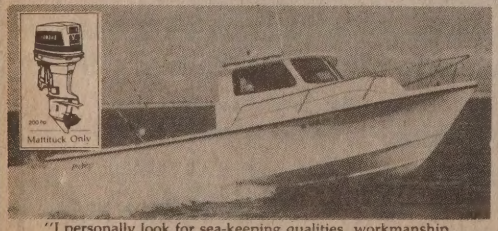

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A bill to halt the dumping of sludge by 1991 was recently approved by the House Merchant Marine and Fisheries Committee.

AT&T HIGH SEAS RADIO SERVICE

Fisherman reader and AT&T Communications Technician, John Morgan, would like to let readers know of the excellent brochure published by AT&T that outlines the complete services available to boaters who wish to place radio/telephone calls by Single Side Band radios.

The brochure is titled "Fingertip Guide to AT&T High Seas Radio Service" and is free by writing to P.O. Box 550, Manahawkin, NJ 08050.

It gives complete info on how to obtain the proper station and operator licenses and supplies detailed information on how to choose the proper frequencies, how to arrange for high seas calls, conference calls and special rates.

If you own an SSB or are thinking of purchasing one, this brochure is very valuable to you.

FISH TRADE SANCTIONS INVOKED AGAINST JAPANESE WHALE HUNT

Secretary of Commerce C. William Verity has invoked international fish trade sanctions to protest Japan's decision to pursue a massive whaling expedition.

The Japanese plan to harpoon 300 minke whales in Antarctic fishing grounds breaks rules set by the International Whaling Commission (IWC), which governs whale hunts worldwide. While the IWC permits limited hunts for scientific purposes, the Commission also imposed a global moratorium on commercial whaling in 1986 to protect declining whale populations. Both Japan and the United States are members of the IWC.

Rep. Gerry Studds (D-MA), author of a House resolution last week urging Secretary Verity to invoke the trade sanctions, hailed today's decision.

"We are trying to persuade the Japanese to back off from this expedition before it is too late," Congressman Studds said. "These sanctions will help make us more persuasive." The Studds resolution, introduced on February 2, condemned the Japanese whale hunt and called for immposition of the two statutory sanctions invoked today.

Specifically, Secretary Verity has certified to the State Department that Japan is acting in a manner which undermines the IWC. This certification—under a provision of the Fishery Conservation and Managment Act (the 200 Mile Limit Law)—has two consequences.

First, the Secretary of State is required to reduce the amount of fish Japan can take from U.S. waters by at least 50 percent. Fish allocations for foreign nations are governed by U.S. regional councils; foreign allotments, including Japan's, vary according to U.S. needs. In 1983, Japan was allotted

1.1 million tons. In 1987, Japan received no allotment, but remains extremely interested in harvesting pollack from the Berling Sea.

Second, today's certification authorizes (but does not require) the President to impose restrictions on the importation to the U.S. of Japanese fish and fisheries products. Last year, the value of these imports exceeded $200 million.

Over the IWC's continuing objections, Japan has asserted that the whaling expedition which set sail in December consitutes "scientific research." Secretary Verity already issued a formal warning that the harpooning of even a single whale would constitute a violation. The Japanese government today informed the U.S. State Department that the Japanese have now begun to take whales in the Antarctic.

"Today's decision demonstrates that the United States will not condone Japan's wanton disregard for whales and for the IWC conservation programs established to protect them," Studds said. More than 45 other Members of the House of Representatives have co-sponsored the Studds resolution.

U.S. NATIONAL DECOY SHOW

The Long Island Waterfowl Festival will be held at the IBEW Electricians Hall, 41 Pinelawn Road, Melville, New York on Saturday and Sunday, March 19th and 20th. The Festival will feature the Annual U.S. National Decoy Show and Bird Carving Exhibit, an exhibit which will include over 1,000 decorative and miniature waterfowl carvings, in addition to special categories for song birds and birds of prey. The show will be open to the public on Saturday, 11AM to 6PM and Sunday, 10AM to 5PM. Admission is $3.50. Children under 12 are admitted free.

Carvers from the United States and Canada are expected to enter birds in many areas of competition. Of special interest will be the Long Island Working Class, including black duck, broadbill, redbreasted mergansers, brant, and Canadian geese and pintail. All of these decoys will be auctioned on Sunday afternoon. Carvers who are interested in entering the competition, may write to Ralph T. Nocerino, 5 Flint Road, Amity Harbor, NY 11701.

The U.S. National Decoy Show, the oldest continuing show in America, will provide the general public with an opportunity to observe and enjoy many facets of decoy collecting and bird carving. On Saturday afternoon, all of the judging will take place. Judges will test the working decoys in water-filled tanks to determine the seaworthiness of entries. Throughout the weekend, Al "Mr. Decoy" McCormack will carve working decoys at his bench located on the main exhibit floor and will answer questions about carving. At 11:30AM on Sunday, a two hour head whittling contest will begin, providing a chance to see some of America's best carvers at work transforming blocks of wood into

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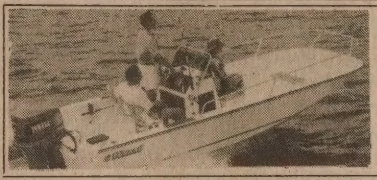

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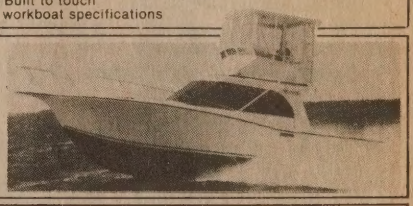

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May 11, 12, 17, 19, 23, 26, 27 and 31; June 2, 6, 9, 15, 16 and 30; July 6, 7, 8 and 27; Aug. 3, 11, 12, 17, 24, 25, 26 and 31; Sept. 8, 14, 15, 22, 23, 27, 28 and 30; Oct. 3, 4 and 6.
Departs 10 p.m. night before.

•HADDOCK SPECIALS
June 7; Sept. 2 and 26; Oct. 7.
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heads of graceful waterfowl. These heads will also be included in the auction; for many, they have become another treasured part of a waterfowl collection.

Once again, this year the show will include tables where dealers will sell decoys, paintings, antique decoys, jewelry and carving aids. Wildfowlers Decoys, a famous commercial decoy factory which originated on Long Island and which recently returned to Babylon, will be one of the exhibitors to have a line of decorative and working decoys for sale. Raffles will be held throughout the weekend.

Scheduled for 2PM on Sunday afternoon, will be an auction conducted by Henry Broggi, a famous East End auctioneer, who has raised thousands of dollars for Ducks Unlimited. Decoys, paintings, and other waterfowl related art will be auctioned.

South Shore Waterfowlers Association sponsors the U.S. National Decoy Show each year to promote the carving of waterfowl and other bird species. Decoy carving is a prime example of American folk art which continues at a high level of craftsmanship. Long Island remains one of the centers of decoy carving, collecting and competition. The waterfowlers have also staged this show to raise money for waterfowl conservation. In the past, the Association has sponsored three projects in the waterfowl breeding areas of Canada; the total pledges equalling more than $75,000. This year's money raised from the show will go to meet the costs of the bird feeding program on Long Island, to Ducks Unlimited and to other conservation groups.

NORTH BROOKHAVEN SPORT FISHERMEN'S CLUB AWARDS DINNER

The North Brookhaven Sport Fishermen's Club has just held its annual awards night dinner at the Elks Hotel in Port Jefferson. The dinner is to give recognition to the outstanding fish caught during the past year and the members who caught them.

President Bob Mussavage announced the following winners:

Bluefish (from a boat): 17 lbs., Nick Posa. Bluefish (from the surf): 16 lbs., Rich Bergman.

Blackfish: 10.2, Nick Posa; codfish, 34 lbs., Dan Marchand; porgy, 3.2, Dan Marchand; fluke, 7 lbs., John Herson; flounder, 2.8, Herb Johnson; tuna, 121 lbs., Donna Pratt; and Fisherman of the Year: Dan Marchand.

The N.B.S.F.C. meets the second Monday of each month at 8PM, at the Town of Brookhaven Mod Building on Rt. 25A in Mt. Sinai. Vistors, guests and interested parties, male or female are always welcome.

The club members fish mostly from boats, in Long Island Sound and welcome new members. There are many boats in the club and a new member need not be a boat owner. There is plenty of room on our boats.

Interested parties should please call for further information. Bob at 732-4863; Nick at 744-8530; John at 265-6617.

SABRE STAFFS UP TO MEET FOREIGN COMPETITION

Joe Pfister, Vice President and General Manager of Sabre Division of California Tackle has announced an aggressive effort to compete with foreign rod importers by staffing up his "Made in the U.S.A." plant in Carson, California. California Tackle manufactures the Sabre "Stroker" rods blanks and "Sea Strike Lures."

Dave Reynolds joins Sabre to head up production, purchasing and quality control of the Sabre Stroker line of finished rods and blanks. Dave was formerly in retail sales.

Jerry Morris joins Sabre division of California Tackle Company as staff pro and dealer support specialist. Jerry, well known in the fishing tackle industry will be directing research, design and development of new products for '88 and customer service.

Dick Medve joins Sabre as Marketing and Sales Promotion Manager. Dick was formerly with Greyhound specialzing in exhibits, conventions and special events. His new duties will be advertising and the marketing of Sabre/Sea Strikes exciting new product line for '88.

OAKDALE SPORTSMEN'S CLUB ANNUAL AWARDS DINNER

The Oakdale Sportsmen's Club held their annual awards dinner dance last Saturday night at the South Shore Manor on Montauk Highway in Oakdale. About 50 club members attended with their wives and guests.

Master of Ceremonies, Charley Johnson viewed the club's activities and successes in the 1987 fishing tournaments. The OSC won awards in the Bay Shore Mako Tournament, Babylon Tuna Tournament, Arthur Smith Bluefish Tournament and Atlantic City Fish for Life Tournament. OSC members took first, second and third place with bigeye tuna in the Tuna Division of the Cap't Bill's Invitational Tuna and Billfish Tournament. It was a very good year according to Charley. Bruce Bandes, OSC President for 1988 presented the following awards:

Fisherman of the Year 1987 to Chip Libertino. Chip is an Oakdale resident and has been a member of the OSC for five years. He is recognized as one of the most knowledgeable and best Great South Bay fishermen in the club. He fishes on his 20' Shamrock, Happy Days.

Captain of the Year 1987 to Larry Oehler. Larry lives in Bohemia and has been a member of the OSC for 10 years. He is recognized and described as the best weakfisherman in the club. Larry fishes on his 24' Aquasport, Unexpected when school's out.

Fish of the Year 1987: A 63 lb. white marlin caught by Howie Svendsen. Howie lives in Bluepoint and

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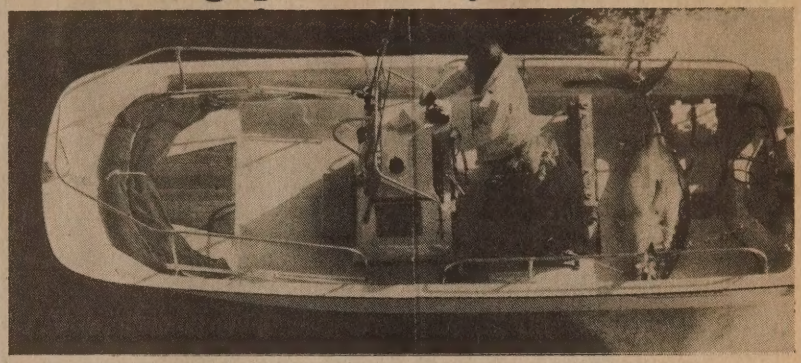

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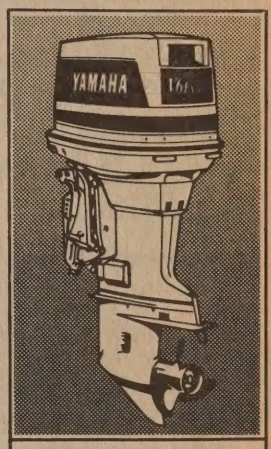

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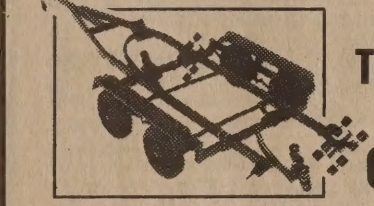

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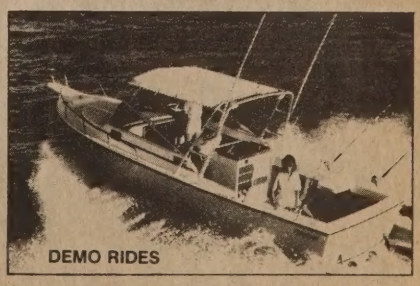

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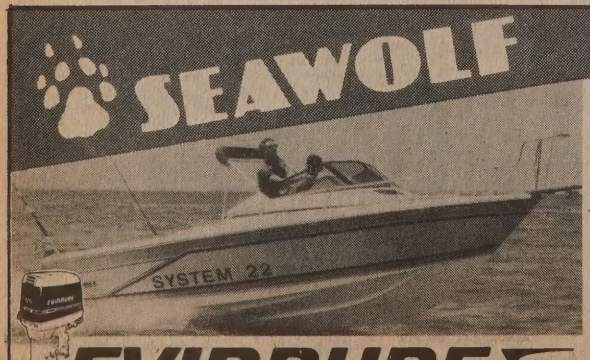

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EVINRUDE

See *"Boats for Anglers"* by John Raguso, in the Feb. 25, 1988 issue of *"The Fisherman"* page 17

owns and operates Bluepoint Marina. He fishes inshore and offshore on his 35' Bertram, Odin.

The first OSC Tournament will be the Codfish Tournament on Sunday, April 17th. Considering the fine turnout of codfish in the waters off Long Island this year, it should get the 1988 fishing season off to a good start.

For more information, call Florian Menninger, Jr., days 249-4600; evening 589-5536.

BLUEFIN UPDATE: ICCAT LIMITS NOT ENOUGH

The International Commission for the Conservation of Atlantic Tunas, meeting in Madrid, Spain, extended its conservation program for Atlantic bluefin tuna through 1988, a move supported by the U.S. delegation to ICCAT. The program, which features a western Atlantic quota of 2,660 metric tons and a moratorium on directed fishing for bluefin in spawning areas such as the Gulf of Mexico, has been in effect since 1983. There is mounting evidence, however, that these measures are having little impact; that in fact, the severely depleted stocks may be in even worse shape than five years ago.

Recent studies done by ICCAT scientists and presented to the 23 nation commission last November indicate that the spawning stock of "giant" bluefin, reduced by overfishing to about 30 percent of 1970 abundance, is still shrinking. The number of young and medium age fish, on which the long-range recovery plan depends, is still very low—less than 20 percent of 1970 levels—and not enough fish are recruiting into the adult population. The 1982 year class of bluefin, for instance, once considered the foundation for future growth in the stocks, has not produced near expectations.

With reproduction so mediocre, the amount of fishing pressure permitted under the ICCAT agreement is evidently much too high to allow the stocks to rebuild. Nevertheless, the commission seems content to stay in a waiting mode, laying all its hopes on getting an extraordinary year class of bluefin and then keeping quotas low enough to protect those fish until they mature. It's a strategy which carries considerable risk, since in the meantime the fishery wavers on a thin edge between recovery and collapse.

The continued slaughter of large numbers of spawning fish heightens the risk of collapse. Despite ICCAT measures to protect the small spawning population in the Gulf of Mexico, those fish are still being killed. At the time the moratorium in the Gulf was declared, the Japanese had been the principal harvesters of giant bluefin. Today the Japanese are gone, but a growing fleet of American longliners is in the Gulf catching yellowfin tuna. Bluefin are a substantial by-catch in this fishery. Some of these fish are counted against the U.S. quota, since longliners are permitted to keep two

incidentally caught bluefin per trip until the quota is met. But in 1987 an estimated 1,755 fish (350 tons at an average size of 400 pounds) were caught in excess of the daily or yearly limits and discarded. The number of giants killed in the Gulf, therefore, remains significnat, further reducing the spawning population and making the appearance of a strong year class unlikely.

The apparent failure of the ICCAT program to protect bluefin and initiate a recovery demands stronger action by the U.S. to enhance the Atlantic-wide conservation effort. This country should take a hard line at the next ICCAT session to substantially reduce the allowable catch of bluefin beginning in 1989. Here at home, we should impose limits on the amount of tuna longlining in the Gulf of Mexico, augmented by better monitoring of the by-catch problem. Stricter controls over tuna fishermen will require amending the Magnuson Fishery Conservation and Management Act to include tunas under U.S. jurisdiction, a step which is long overdue and becomes more critical with each passing year.

OWNERS OF BLACKFIN YACHT CORPORATION ACQUIRE SHAMROCK MARINE

The owners of Blackfin Yacht Corporation, a Ft. Lauderdale manufacturer of offshore fishing boats, have completed their acquisition of Shamrock Marine, Inc., Cape Coral, FL, builder of keel drive fiberglass inboard fishing boats.

The announcement was made jointly February 2 by Carl M. Herndon, founder, President and an owner of Blackfin, and Gary Ross, President and one of the new owners of Shamrock Marine.

Other Blackfin owners particpating in the Shamrock acquisition include Steve Harris, Blackfin's Vice President of Marketing and Wesmar Partners, a general partnership of First Westinghouse Capital Corporation and Maurer Ross and Associates, Pittsburgh, PA.

Gary Ross, President of Shamrock, plans an aggressive new product development program as evidenced by the recent introduction of the exciting new Grand Slam 31. George Boynton, former Shamrock President, will serve as a consultant.

Established in 1973, Blackfin Yacht is noted for its line of premier quality fishing and tournament sport fishing boats, 27 to 36 feet. It has posted a growth rate averaging 30 percent per year for the past four years.

Shamrock Marine was founded in 1971 on the foundation of superior simplicity and sound engineering. Since that time, Shamrock has grown to the world's largest production building of inboard keel drive fishing boats.

In making the announcement, the gentlemen said, "We are pleased to bring together two fine boatbuilders with complementary lines combining the resources of each with benefits for both in engineering, marketing and purchasing."

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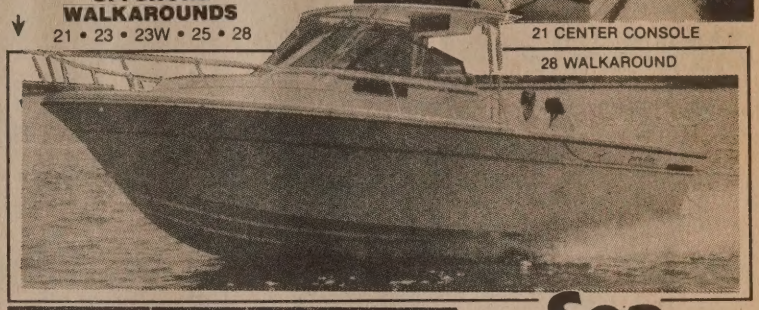
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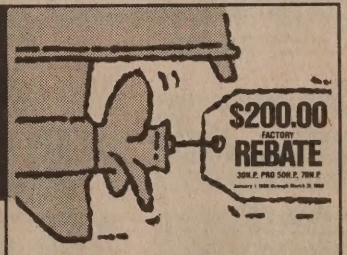
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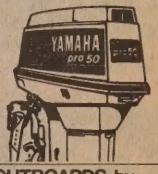
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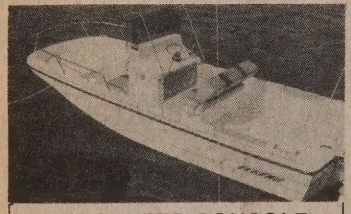

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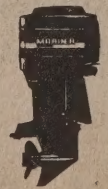

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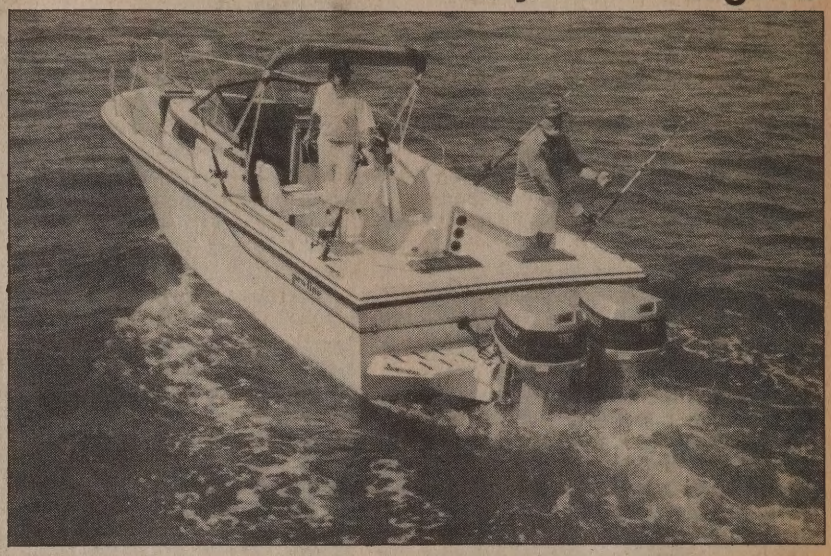
Boats for Anglers

By John Raguso



Pro-Line 230 Walkaround

When I compiled the data for this year's "What's New in Fishing Boats" article back in November, Pro-Line President Dan Atwood was noticeably excited about their new wide-body 23 foot walkaround cuddy that had been so successful in the prototype configuration and was about to graduate into a full-fledged production model.

Designed along the lines of this Crystal River, Florida boatbuilder's recent 25 and 28 foot Offshore Walkarounds, the new 230 is proportionately shorter and thinner than her big sisters, and she's built to take either single or dual outboard bracket or Sea Drive installations. A single I/O is also available, but Pro-Line has opted to eliminate the conventional outboard power format from the 230's configuration options. However, unlike her bigger sister ships, the 230's cabin lines are much lower, thereby improving her wind-resistant profile.

The 230's hull carries 18 degrees of deadrise at the transom, so I'd classify her as a modified deep vee design. Basic foam flotation is sprayed into her interior cavities to add an extra measure of safety, and the standard 109 gallon fuel cell should provide adequate range for blue water forays 30 to 40 miles off the beach, depending on power choice. She's rated for either a single 275 hp V8 outboard or a pair of 115 hp V4s, with a second generation enclosed box Gil Marine bracket which Pro-Line dubs the "Plus 2" hitching the sea horses to the transom.

The 230 is constructed using a two piece design (hull and liner/deck), and speaking to Dan Atwood, he describes the hull's laminate schedule as containing a chopped mat skin coat, followed by four alternating handlaid layers of 1.5 oz. mat and 24 oz. woven roving, for a total of 5 layers of fiberglass reinforcment altogether. Four plywood stringers are then bonded to the interior of the hull with an additional two layers of fabmat (1.5 oz. mat an 24 oz. woven roving) and a 24 inch wide strip of fabmat is laid lengthwise along the keel for additional support.

One of the more obvious assets of this Pro-Line's layout is her generous cockpit. The area aft of the twin helm seats measures a full 6' 5" in length by 6' 5" in width, offering 41 + square feet of cockpit space. When combined with the 230's 28 inch freeboard, this provides a substantial battle arena to spar with your favorite blue water pelagics. However, since the Pro is a two piece design, there is no toe rail to brace your feet against the pull of a strong tuna and I noticed that the flush-mounted stainless steel rod holders drained into the bilge. This last problem could be solved easily enough by using the sealed flush rod holder units manufactured by Wilcox, Rupp or Perko, so if a watertight deck is important to you, hold off on the factory rod holders and either have the dealer install the after-market types or do it yourself.

Having no conventional outboard cutout aft, the 230 provides the security of a full transom design. There's plenty of rigging space underneath the stern gunwale-mounted fish box (74"L x 11"W x 9"D), which drains

overboard and is accessed via a pair of hinged teak lids. Down below, a full width transom shelf measuring 12.5 inches in depth will accommodate at least a trio of heavy duty marine batteries, in addition to a duet of oil injection reservoirs. A pair of plexiglass doors located in each corner, in addition to a large teak drop-down door on the centerline afford easy access to this substantial storage area, so rigging, general maintenance, or resupplying should be a snap.

Going into the cabin via a 16.5" step down, the 230's accouterments provide twin 7 foot bunks which are 6 feet wide at the door's entrance. Although the cabin's low profile design gives it a contemporary stylish look, an unfortunate side-effect is that it also takes away from the internal forepeak volume. The 53" cabin headroom will not allow too many folks to stand up inside, but should afford "sitting-up" space for most adults. A lockable two piece hinged teak/plexi door provides security to lock your gear inside when the boat is tied up at the dock and you're away.

Traversing about the circumference of the walkaround, a comfortable 10" step-up allows you to access the 12 inch wide by 19 inch deep foredeck in relative security for anchoring duties, following a hard running fish, or just to catch a few rays. A drop-down plexi anchor door at the bow enables you to secure an 8 lb. hook and a few hundred feet of rode out of the way until it's needed. A one piece stainless bow rail provides a firm handhold when going forward.

From a performance standpoint, the 230 is fairly quick even with modest powerplant appointments. According to Pro-Line factory test results, the 230 will hit 44 MPH at wide open throttle, with four adults and a full load of fuel, powered by a single Yamaha 200 hp V6 looper outboard. Cutting the crew and the fuel load in half, the Yama will squeeze out three extra MPH, using a 17 inch pitch S/S prop. Switching over to a pair of 110 hp cross-charged OMC V4 outboards, wide open throttle will produce 43 MPH with three adults and a full fuel cell.

In retrospect, if fancy appointments like teak toe rails, in-deck fish boxes and livewells, or loads of recessed electronics storage are your style, then the 230 WAC may not be the boat for you. However, if a sound and affordable hull, with generous cockpit space and a place to get out of the water are on the menu, then this latest Pro-Line deserves a second look.

SPECIFICATIONS

Length	23'
Beam	8'6"
Weight	2,890 pounds
Fuel Capacity:	109 gallons
Maximum HP:	single 280/twin 230

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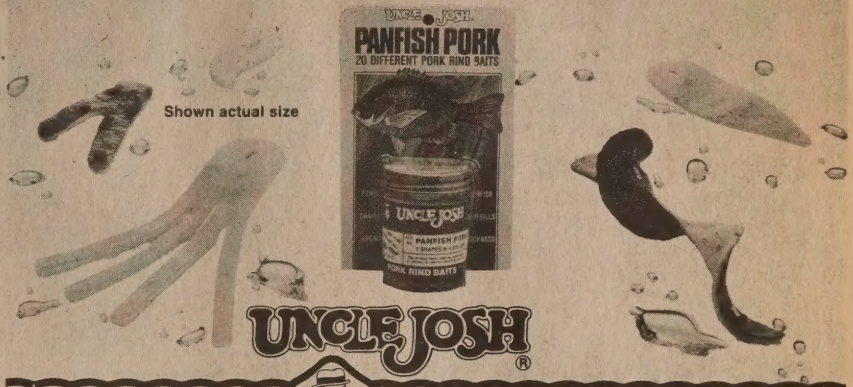

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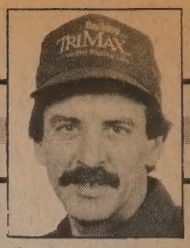
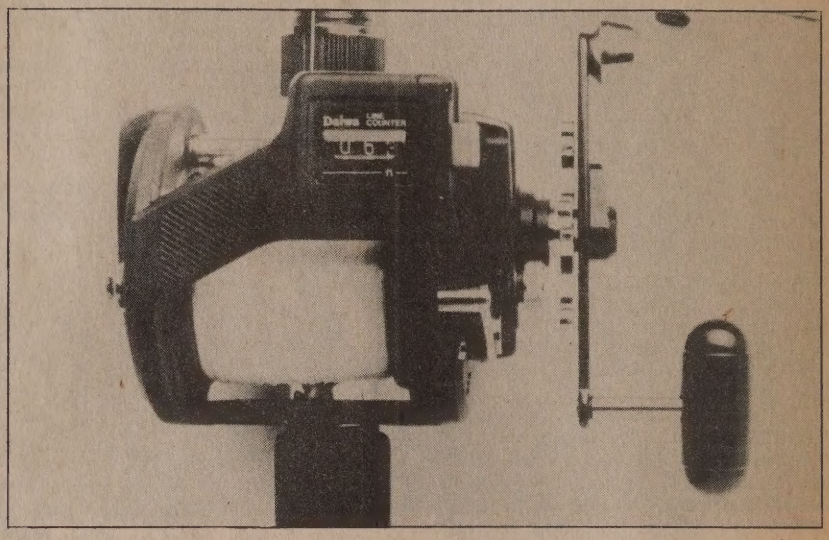
Product Review



By Jim White



DAIWA 47LC

Daiwa Seiko, originally was named Matsui Manufacturing Company and was founded in 1955. At that time its primary business was the manufacturing of fishing reels for export. In 1958, the company became Daiwa Seiko, Inc., and in 1962 began selling reels in the Japan market.

In 1966 Daiwa Corporation was formed in the United States with sales and manufacturing facilities in Culver City, California. The company is presently in Gardiana, California and occupies a huge 220,000 square foot facility.

Over the years Daiwa has emphasized research and development in an effort to produce the finest fishing tackle available. In that time they have developed many industry standards for today. The first graphite spinning reel, the first baitcasting reel to use magnetic force to eliminate backlash, the skirted spool which made spinning reels easier to use, long cast spools resulting in less line friction and many other advanced ideas.

For $988 Daiwa has again introduced an innovative reel with its new 47LC Levelwind Reel with built-in line counter.

If you do a lot of trolling, then you're gonna like this reel! Remember when you had to count the pass of the levelwind bar on the reel to determine how much line was out or attach a line counter to the rod which always seemed to get in the way just when you were playing a big fish? Or, how about looking at a rainbow of colors on your spool of color coded line and then had to glance away for a moment to turn the boat or check the recorder and forgot the color you were on. That's happened to me on more than a few occasions and it's aggravating to say the least. With the 47LC Levelwind you'll be able to tell at a glance just how much line is out and it will be accurate, no guesswork, instant easy to read numbers.

Built specifically for Great Lakes fishing, this new reel shouldn't be overlooked by serious saltwater anglers be it for king salmon, giant trout, walleyes or bass or perhaps stripers, blues, weakfish and bonito. This reel is up to the task whether fresh or salt water.

Even charter boat captains will find that this reel can save them valuable time in setting out multiple rods to precise depths for set trolling patterns. The time saved will be like having an extra mate aboard. The mechanical line counter will ensure fast, accurate setting of trolling patterns in progress, and also allowing exact setting of lead length from downrigger release to the lure and the pinpointing of trolling depths with diving planers or drop-leads. This leads to more accurate presentations and more fish in the boat. With downrigger fishing becoming so popular along the East Coast for blues, pollock, cod and weakfish, this reel will be a valuable tool to any angler's success.

Even boats not equipped with downriggers or other devices for trolling, will find that their flatline trolling will improve being able to set

lines with repeated accuracy to fish holding on bars or reefs. Many times the difference of just one foot is the difference between fish and no fish at all.

The reel itself is built of a one piece graphite frame so there is less torque giving the frame superior strength and maintaining its light weight. The multi-disc drag is super smooth and more than able to tame most saltwater species you'll encounter. Coupled with a counter-balanced power handle with torpedo grip, it gives the fishermen maximum cranking power when fighting such tough species as blues or bonito.

Inside are long-life bushings which are made of quality oil-retaining sintered metal which keeps maintenance to a minimum. The loud spool click is really loud! You can hear it even over the engine noise. This click is also nice if you want to do some live bait fishing and leave the spool in the free-spool mode, giving the reel double duty service.

The reel has a super fast 5.1 to 1 retrieve for quick line retrieval and making the changing of pattern lengths or changing lures a quick task. Trout fishermen will like that feature.

The line counter itself sits face-up for easy viewing and reads from zero to 999 before turning over to zero again. The numbers are a bright "glow green" and are easily read even in direct sunlight. Resetting the counter is simply a matter of pushing the green button on the right and you start over again. It's that simple.

To complement the 47LC Daiwa also designed a new line of rods to make a perfect trolling system. There are two rods specifically designed for use with Dipsy Divers or other planers in 9 and 10½ foot lengths and feature high grade aluminum oxide guides. The extra length helps in keeping lines apart while trolling and away from the boat to avoid tangles. This line of rods has a line test rating of 12-30 lbs. test.

The downrigger series rods are un-directional graphite rods that provide reflex action to give that extra hook setting "kick" on release. A unique power tapered design keeps constant pressure on a fish to wear him down fast. These rods also feature Daiwa's soft gimbal butt which helps keep the reel in an upright position while trolling and keeping the line counter visible at all times.

The downrigger rods also have Powerlift grip. If you're not familiar with this new grip it's like a triangle which fits your hand comfortably when fighting or playing a fish. Great Lakes downrigger rods come in four sizes from 7 to 8½ feet in length, rated for 12-20 lbs. test.

This new Levelwind 47LC line counter is sure to make trolling a lot easier for a lot of fishermen.

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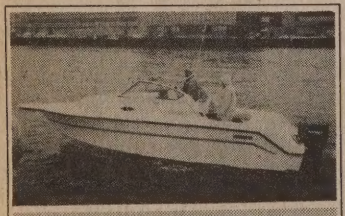

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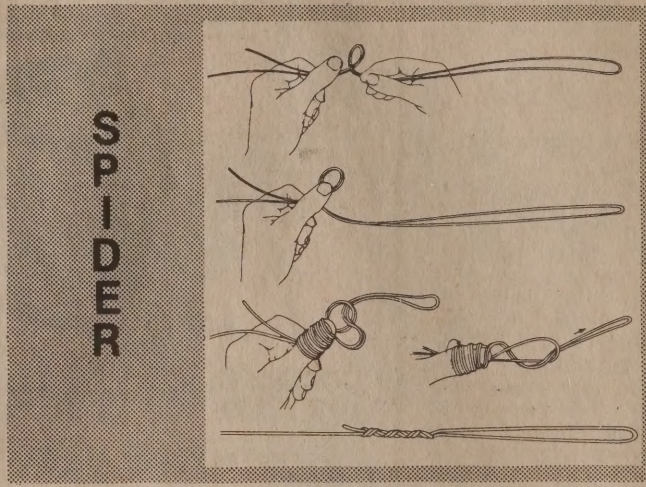
By Ken Freel



Dear Doc,

Last season a few friends and I took a charter and went jigging for bluefish. We had a blast and the captain and mate were first rate. The mate showed me how to double up the line by using a Spider Hitch. The problem is that he did it too fast for me to properly remember how to make it. Can you describe it in your column so that maybe I can practice this knot before the upcoming season? Thanks for your help.

Phil Norris.

Dear Phil,

Glad to hear that you and your friends had a good time out there last season jigging the blues! As far as knots go the Spider Hitch is one that you'll easily master after just a few practice tries.

The first step is to double up the tag end of your monofilament line. Remember, if you want a 4 foot leader, then you'll need to double up 8 feet of line. Next, form a small loop at the tag end of the doubled up line and hold it between your thumb and pointer finger. After this is complete, you take the remainder of the doubled up line and begin to wrap it around your thumb 5 times. Be sure to bring the line around your thumb and behind the smaller loop that you are holding between your thumb and pointer. After the fifth wrap, take the end of the doubled line and pass it through the smaller loop. Feed it out through this loop allowing the wraps to slide off slowly and steadily from your thumb. As the knot begins to form you must keep a steady pull so that the knot does form correctly. Pull the knot snug.

The doubled up line that is now formed should be of equal length. You can check this out by holding the single line with one hand and the end of the doubled up line with the other. If you are pulling on the very end of the newly formed doubled line, then both strands leading to the knot should be taut. If one strand of the doubled up line is slack while the other strand is taut, then you did not apply the correct pressure to the lines when creating the knot. It's best to try another Spider Hitch instead of leaving the poorly formed knot alone because the doubled up line is not working as it should.

The Spider Hitch is a 97 percent strength knot if properly tied. Therefore, it is advisable to check it from time to time, especially if you're catching a lot of jumbo blues. Since diagrams always help visualize what is written, there is one included to help you out.

Hope the upcoming season is another good one for you and your group of friends!

Dear Doc,

The tackle shops in my area are very short on saltwater gear. I have made my own rods, lures and other tackle for freshwater fishing for years and would like to do the same with saltwater gear. Where do I get catalogs with lure components, hooks, rod components and finished gear? Is there something like the "Bass Masters" catalog for freshwater for those of us interested in the saltwater gear? *Tom Frutiger.*

Dear Tom,

The "Bass Masters" catalog that you are referring to is actually called the "Bass Pro Shop" catalog. As you've mentioned, this catalog is mostly freshwater gear. However, there is some saltwater gear available in this catalog,

such as trolling skirts and big game reels.

Here are four tackle suppliers that come to mind that do have catalogs with saltwater fishing gear and components. They are: Reed's Tackle in Fairfield, NJ; Midland Tackle in Sloatsburg, NY; Surfcasters in Darien, CT and West Falmouth Tackle, MA. The addresses are listed below along with Bass Pro's in case your're interested.

Midland Tackle, 66 Route 17, Sloatsburg, NY 10974.

Reed Tackle, Box 1348, Rt. 46, Fairfield, NJ 07007.

The Surfcaster, P.O. Box 1731, 113 Maywood Ave., Darien, CT 06820-1731.

West Falmouth Tackle, P.O. Box 873, West Falmouth, MA 02574.

Bass Pro Shops, P.O. Box 4046, Springfield, MO 65808-4046.

Dear Doc,

This question is not directly tackle related but does have to do with fishing. While fishing this past season, I overheard people talking about flying fish offshore. Do flying fish occur off our coast? Do these fish fly like birds or just jump out of the water. I would appreciate your clarification. Thanks.

Adam Torine.

Dear Adam,

Yes, flying fish do occur off the northeastern coastline during the summer months. Most flying fish are found at least 60 miles out or more in pockets of warm water that have broken off from the waters of the Gulf Stream current.

Before the advent of camera photography many people believed that these fish actually flapped their wings for propulsion, but today we know that this is not the case. Flying fish are gliders that use the wind plus their tail to lift themselves out of the water and into the air. Most glide from 4 to 5 feet above the water's surface for 10 seconds or so, but flights have been recorded over 40 seconds long. Since these fish can glide at about 35 miles per hour their flights can range from 100 to 300 feet before touching down into the water again. Often a fish will lower its tail into the water as a scull which enables it to take off again right away.

The main predator of these fish is the dolphin (the fish, not the mammal). It is supposed that the flying fish will leave the water to escape a hungry dolphin. This makes sense, except that the dolphin can swim a bit faster than the flying fish can glide. Despite this disparity in speeds, it is known that the flying fish can glide much faster than it can swim, plus it is doubtful that the dolphin can sustain its maximum speed for the same distance that the flying fish can glide. So it seems that this gliding method used by the flying fish can be very effective in escaping any "waterbound" fish that comes after it. That's as long as another dolphin isn't waiting for it at the end of its flight!

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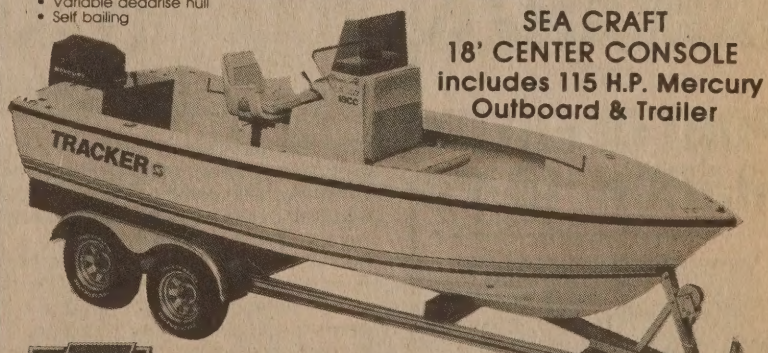

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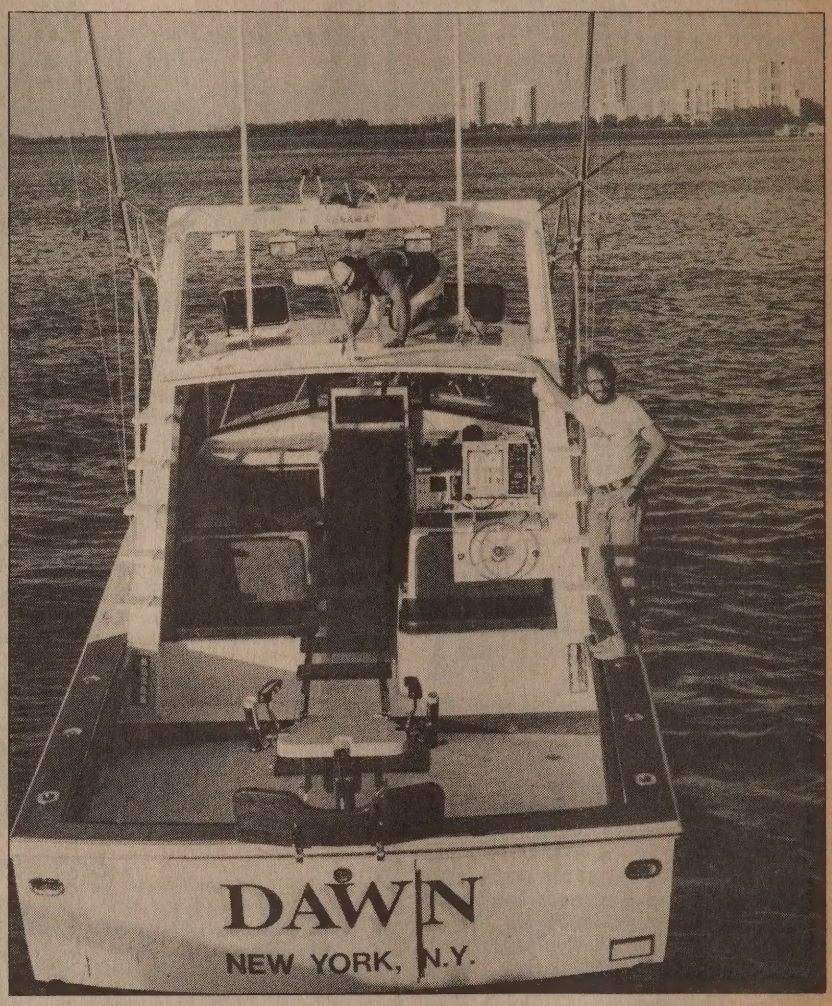
Dock Lines

By Eric Burnley



We have had several people ask about problems they encountered when tying up to the dock or otherwise maneuvering their boat. It is impossible to tell a person how to get their boat into a slip because every time they try, the conditions are likely to be different. The wind will be calm or blowing hard and it can come from almost any direction. The current can be running against your hull or you may be in a sheltered anchorage where current is not a factor. You may have an inboard, outboard or I/O and you could have one engine or two. Your boat could be a deep vee with a tuna tower or a flat bottomed skiff. All of these factors affect the handling of your boat and determine the procedure for docking it as well as how it will perform in various sea conditions.

One of the most significant differences between boats is the type of power they use. Inboards handle differently than outboards or I/Os and a boat with two engines will handle differently than a single screw boat.

An inboard boat has a propeller connected directly to the engine or transmission through the shaft and uses a rudder placed aft of this propeller to steer the boat. This rudder steers by directing the water flowing past it to one side or the other, thereby pushing the stern, which will point the bow in the direction of the boat. This may not sound too imporant until you are running a big 40 foot sportfisherman through an inlet where the current speed matches your boat speed and some misguided fisherman runs his 14 foot tin boat in front of you. Since you are traveling at the same speed and direction as the current, the water pressure on the rudder is minimal and the response to the helm is slow at best. This is a good time to try those trucker air horns just to let the guy in the 14 footer know how close he came to

disaster. Certain verbal and sign language communication is also appropriate.

Outboards and I/Os use a different method for steering. They change the angle of the propeller and do not have a separate rudder. This makes an I/O or outboard more responsive to the helm than an inboard in certain situations. Those who have watched as I tried to back my 20 foot I/O into a slip will find this hard to believe, but it is true.

When you are running your boat on plane it seems to steer like your car. You turn the steering wheel and the boat changes direction. When you slow down or try to back up, the steering is not quite the same. A car is usually easier to steer when going slow, but a boat can be more difficult.

A boat on plane uses the momentum of its speed to overcome the other forces that play upon its hull. A boat moving slowly or sitting dead in the water is at the mercy of the wind and current. A parked car will not be pushed about by the wind and unless there is an earthquake, the ground under it will stay in one place.

As you try to dock your boat you must use enough power to overcome the elements, but not too much or you will end up hitting the dock or another boat. Too much power can also create a wake that will rock all the other boats in the marina and diminish your standing among your fellow boaters.

Another little gremlin sneaks into the picture when you are trying to maneuver your boat: it is the torque created by the turning propeller. The torque tries to push your boat to the left or right even if the wheel is held amidships. This situation is created by the turning prop which not only throws water astern, it also moves some to the side pushing your boat to the opposite side in the process. Most boats have a right-handed prop and, as a result, they back to port and fall off to starboard when moving ahead.

Last fall I was running a 20 foot Grady White outboard down a very narrow creek while the owner stood on the bow cast netting for mullet. The tide was falling, the current was running hard and we had a cross wind blowing from starboard to port. The creek is a mile long and I had to run in and then back out while going very slowly. I bounced off the bank a few times, but after I got the feel of how the boat responded to the helm and to the throttle, I did considerably better. When backing out I found that if I aimed the outboard where I wanted to go I usually went there.

Practice and experience are the keys to successful boat handling. Try backing your new boat in open water before you head for the dock. Get the feel of her in a following sea before you try the inlet on outgoing tide. All boats handle differently and we already know that all boat owners are not the same. You have to match your skill as a helmsman with the handling characteristics of your boat if you want to make a perfect couple. Once you have accomplished this, most adverse situations can be overcome.

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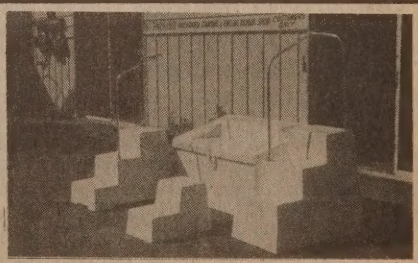

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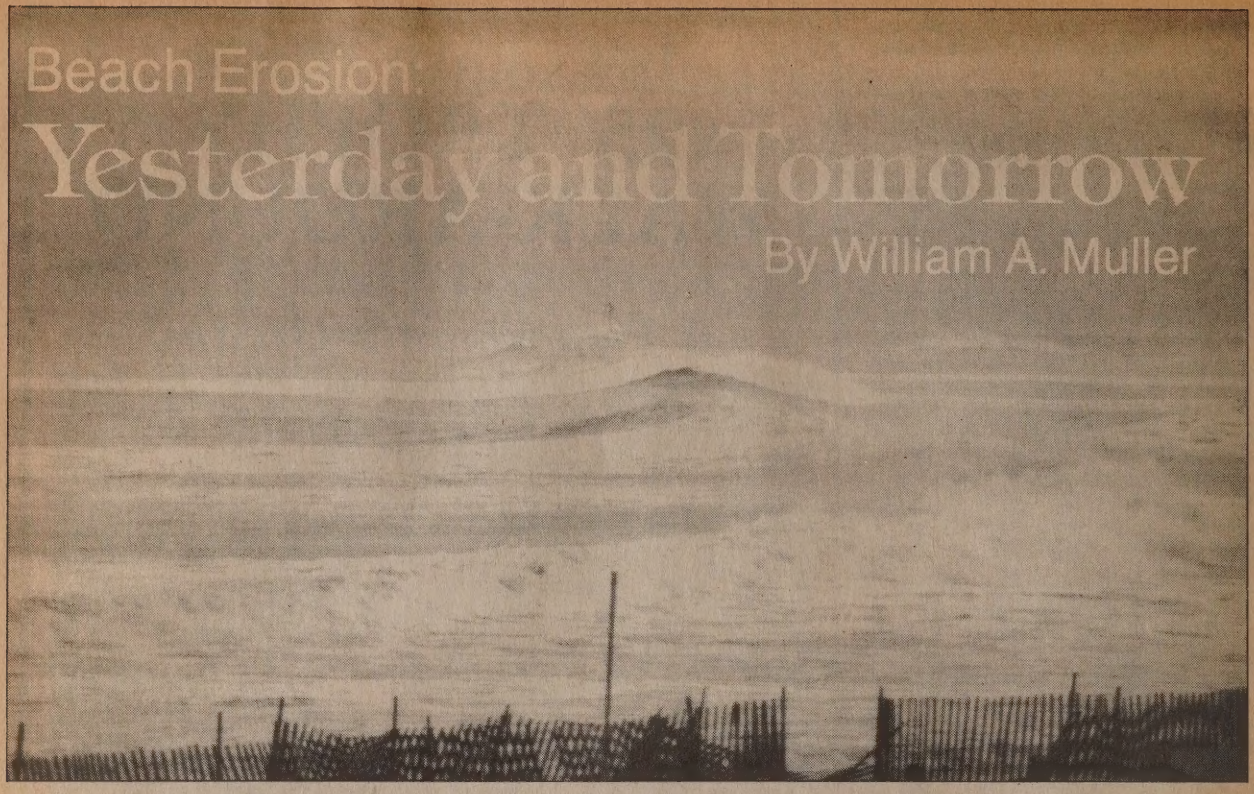
Beach Erosion: Yesterday and Tomorrow

By William A. Muller



I'm not telling any tales out of school when I write that our beaches are under tremendous pressure from the Atlantic Ocean and consequently, the erosion of beaches has been accelerating in recent years. But why? How can we stop this? What will happen in the years ahead?

These are crucial questions for those interested in saltwater fishing. there is at once a natural curiosity bred from hanging around the bays and ocean, and an interest that results from a real understanding that if erosion continues at its present pace or gets worse, fishing as we know it will cease to exist and we have no way to know whether the new conditions will make fishing better or worse. There is perhaps a natural fear among people that any catastrophic change can't possibly make things better. There are also those who live near the water and are acutely aware that erosion may cost them the value of a home, property, or a lifetime's savings.

This erosion business is quite serious, make no mistake about it. If you don't accept that statement as true, then ask some of the folks out in Westhampton if they believe it, or take a ride on the Ocean Parkway, being sure to look towards the water when you get to Gilgo.

Why is there more erosion now than 50 years ago? Is it that there are many more storms than earlier in the century? Meteorologists tell us that weather patterns haven't really changed much and storms aren't really any more numerous or severe in the last few decades.

The real culprit is a rising sea level. Experts tell us that sea level is rising at a rate of about seven feet per century. If the entire East Coast was a rock cliff that met the ocean, we'd probably not notice. If the East Coast were a rapidly sloping sand beach, we'd probably not notice. However, many areas along the coast consist of very gently sloping beaches. The slope is so easy, in fact, that about a one foot rise in sea level means that the interface of sand and ocean will be about 50 feet inland of where it was. That's a frightening prospect!

Tens of thousands of years ago continental glaciers visited Long Island and New England areas. Two of these 200 or so feet high walls of ice spent sometime on Long Island, for instance. The result was the deposition of a lot of sand and small rock that makes up two rows of hills: one along the south shore called the Ronkonkoma Moraine, and one along the north shore called the Harbor Hill Moraine. In-between these two ranges of hills is an outwash plain—the long flat zone that runs east/west and through the center of Long Island. At the time of these glacial invasions into and over parts of many continents, sea level was reduced by as much as 200 feet or so. That means the ocean retreated out beyond the edge of the continental shelf, there was no water in Long Island Sound, save for the streams of melting ice and East Coast rivers roared across the shelf carving out huge canyons in the shelf. Today, these canyons are obscured by hundreds of feet of ocean, yet if exposed would present themselves as natural wonders far more impressive than the Grand Canyon. Offshore fishermen know these canyons well, as they fish them for the huge nektonic beasts such as tuna and marlin.

So, glaciers reduced sea levels hundreds of feet, thousands of years ago. Those great land-bound sheets of ice are still melting; perhaps still following a great cycle of melt and accretion that has repeated itself many times in the geologic recent time. Perhaps not. Some scientists believe that sea level is rising because the glaciers are melting, but insist that the increase melting is due to more CO_2 in our atmosphere today, owing to the burning of fossil fuels.

Since the industrial revolution began in the 1800s, we have powered factories with the fuel remains first of moss (coal), and then tiny plantonic plants (diatoms-oil). Fossil fuels are carbon based and when they are burned in the presence of oxygen give off energy in the form of heat (mostly) and a gas called carbon dioxide. Incidentally, our bodies do the same thing. We take in carbon-based foods and combine them with the oxygen we breathe and exhale carbon dioxide. An insatiable consumption of fossil fuels has led to an enormous release of carbon dioxide. Carbon dioxide holds the heat in our atmosphere that would otherwise radiate out into space. It is called the "greenhouse effect." Just as it occurs in a greenhouse, the radiant energy of the sun enters the atmosphere, strikes an opaque object and is converted into a longer wave energy form, called sensible heat (we feel this heat). Although the shorter wave radiant energy can enter, the longer wave energy cannot escape through the atmosphere quickly, so we store it, just as a greenhouse does.

However, other scientists say that the amount of carbon dioxide in the atmosphere has not really changed that much, and they say the oceans are an enormous buffer against the build-up of CO2 in the atmosphere. That is, the ocean absorbs the gas and then complexes it with other chemicals that are harmless.

Other scientists say it is the build-up of other exotic gases such as fluorohydrocarbons (formerly used as propellents in aerosol sprays) that is to blame for the increase in heat retained on the planet since these gases change both the chemical and physical characteristics of the upper atmosphere.

Still others blame the sea level rise on paved highways, concrete streets and concentrations of buildings which reflect more heat. Who is right? The issue remains to be settled. Regardless of the cause, the sea level is rising and that is a reality that cannot be ignored.

If the trend continues and sea levels continue to rise at present or accelerated rates, geography will not be the same along coastal areas. Take Long Island, for example. The barrier beach which was created by the erosion of the tip of Long Island and the debris then carried westward by currents to establish first a bar, and then a series of islands and inlets, will cease to exist. Major changes will occur in the south bays which will be exposed to pounding surf and the power of storms. The waves and ocean level would forge inland from the edge of the bays too, flooding and/or destroying thousands upon thousands of homes.

Perhaps a new barrier beach would be created, we're not sure; but even if a new beach is created somewhere in the middle of what is today Great South Bay, it would take perhaps thousands of years to create. We aren't sure of the timing either.

What can we do about this problem? In the short term, we can dump concrete and rocks at highly vulnerable points; we can cart sand in to eroded areas by countless truck loads; and we can slow the process down. Maybe we can protect very vulnerable areas from immediate breakthrough of the ocean and the creation of dozens of new inlets. Maybe. Yet in the long run, we cannot stop this relentless rise in sea level and we cannot stop the resulting erosion.

We can, however, plan for the future and minimize the damage that will occur in the years ahead, by avoiding the development of areas that at this time remain rather underdeveloped. We can educate people about what will happen and gradually encourage a retreat from these very vulnerable areas so that when the breakthroughs do occur, the loss of life and property will be at an absolute minimum. In short, we can take a course that humans rarely elect. Long range planning, rather than crisis management.

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Facts About New York's Commercial License

By Chester S. Zawacki

Reprinted from "On The Water"

Question 1. Why do we need a commercial fishing license?

Answer: A law passed in 1987 amended the Environmental conservation Law establishing the requirement for marine commercial food fishing, selling and landing licenses effective January 1, 1988. The license has several benefits to the commercial fishing industry. Licensing will allow the State to:

1. Define, for the first time in law, what a marine commercial fisherman is and what constitutes a commercial fishery.
2. Identify and determine the number of marine commercial fishermen in New York State and the quantity and types of gear they use.
3. Provide a basis for determination of catch and effort in marine commercial fisheries.
4. Increase the revenue dedicated to amrine fisheries management and law enforcement programs.
5. Provide a basis for limited control of non-resident fishing effort in New York waters to reduce law enforcement and gear conflict problems.
6. Ensure that all non-resident commercial fishermen are licensed to fish in New York waters.

Question 2. What becomes of the money received by the Department of Environmental Conservation (DEC) from the purchase of a marine commercial fishing license?

Answer: Laws passed in 1983 require that *all* license and penalty fees collected under Marine Resources Law are paid into a separate and distinct sub-account within the existing New York Conservation Fund. The money does not go into the State General Fund. The funds raised by this license will increase the revenue dedicated to marine fisheries management and law enforcement program.

Question 3. Where do I go to buy the commercial fishing license?

Answer: All marine resource licenses may be obtained at the Marine Permit Office of the DEC Division of Marine Resources, Bldg. #40 of the State University of New York at Stony Brook. *You need not buy the license in person; in fact, the DEC encourages you to purchase your licenses by mail.* Applicaitons for any license may be received by calling (516) 751-7900, Extension 240. A completed application, two photos, a proof of domicile (photocopy of New York State Driver's License or Non-Driver I.D. preferred) and the appropriate fee are needed.

Question 4. Why does the DEC require applicants to provide "proof of domicile" when applying for a resident commercial fishing license?

Answer: By law, only a person who is domiciled in the State (NY) may obtain a resident commercial fishing license.

Question 5. What does "domicile" mean?

Answer: Domicile is a legal term which means a true, fixed home, habitation or abode, where a person intends to remain permanently or indefinitely, and to which, whenever absent, he intends to return.

Question 6. What will the DEC require as "proof of domicile" in applying for a resident commercial fishing license?

Answer: In order to demonstrate "domicile," one of the following must be presented:

1. Proof of payment of New York income tax or local property tax.
2. Proof of having registered to vote in New York.
3. Proof of identity and New York residence which must show signature and current address, not necessarily on the same document.

The preferred proof of identity/address will be a valid New York State driver's license or a non-driver I.D. issued by the New York State Department of Motor Vehicles. Other proofs of identity/address include Alien Identity Card (Form 1-551), Armed Services Identification Card, New York State Working Papers, New York State. Dept. of Motor Vehicles Learner's Permit, notarized statement by parent or guardian with custody of an applicant under 18 attesting to the applicant's New York residence, Passport, Pistol or Firearms Permit with photo, recent (3 months) utility bill with name and address, or any other available official document which demonstrates domicile and which meets the approval of the Commissioner of Environmental Conservation.

Question 7. How does the fee credit toward the commercial fishing license work?

Answer: The license law established a system whereby monies paid by a lperson toward a permit or license fee *to take* other marine sresources ahll be credited toward the fees required by such person for a resident commercial fishing license. Thus if you purchase a resident lobster license at a fee of $50 you would be provided with a fee credit toward the commercial fishing license of $50. This $50 fee credit would be subtracted from the commercial fishing license fee of $100 and you would have to pay only an additional $50 for your commercial fishing license. *NOTE: You must buy the other permits or licenses simultaneously or prior to buying your resident commercial fishing license to benefit from the fee credit.*

Question 8. Why does the DEC require two photos with the application?

Answer: One photo is laminated into the license to allow for positive identification of the license holder. The other is kept at Stony Brook for reference. Marine commercial fishing licenses are not transferable. The license covers all persons employed by the licensee but the individual whose photo is on the license must be present when the privileges of the license are being exercised. Only licensed commercial fishermen may offer their catch for sale, trade or barter.

Question 9. Can a person who is incorporated purchase a license as a corportaion and what restrictions apply to corporate license holders?

Answer: A person who is legally incorporated may purchase a corporate license. Such person must provide legal proof of incorporation (Certificate of Incorporation) when applying for such license. Corporate applicants must provide the name of the vessel and state registration number, if undocumented, from which the taking of fish for commercial purposes will be conducted. When more than one vessel will be used by a corporate license each vessel must have a license holder on board with the appropriate license for that vessel or a licensed individual. Fish taken and landed under the privilege of a marine commercial fishing license issued to a corporation shall only be sold under the name of the corporation. The holder of a corporate license may not sell fish as an individual unless he or she is also licensed as such.

Question 10. How will non-residents be licensed to fish in New York?

Answer: Non-residents or persons who cannot prove domicile in the State of New York may obtain a non-resident commerciaal fishing license at a fee of $1,000. Such licenses hall only be issued during the month of January and only to residents of states that offer reciprocal fishing privileges to New York State residents.

Question 11. WHat is a landing license?

Answer: The new license law established a third category of license called a non-resident marine and coastal district commercial food fish *landing* license. At a fee of $250, a non-resident of New York or a resident of a state that does not accord New York State residents reciprocal fishing privileges may purchase such landing license. It is *not* a fishing license. This license allows only the landing of food fish taken from outside New York State boundaries.

Question 12. Which states deny reciprocal fishing privileges to New York State residents?

Answer: At present the State of Delaware prohibits the use of *any* type of trawl net in their tidal waters. For this reason reciprocal fishing privileges do not exist between New York and Delaware. The DEC will not issue a non-resident commercial fishing license to an individual resident of Delaware nor will the DEC issue a corporate license to a person who has incorporated in Delaware.

Question 13. Do I need the commercial fishing license if I am licensed as a lobsterman?

Answer: Fishermen possessing a permit by the state of New York to take lobster and who use devices commonly called a lobster pot *solely* to take lobster and other invertebrates shall not require a commercial fishing license. NOTE: These fishermen are not allowed to take food fish by those devices or sell food fish unless they possess a marine commercial license.

Question 14. Do I need a commercial fishing license to spear fish?

Answer: A commercial fishing license is not required *to take* fish by spear. However, if fish taken by spear are sold, a commercial license is required.

Question 15. Do I need a commercial fishing license to cast net for menhaden (bunkers)?

Answer: The commercial fishing license law presumes a person shall be taking food fish for commercial purposes when setting, maintaining, operating or using nets. Some forms of nets in small sizes were exempted by law. These include seines not larger than 30 feet long or 4 feet deep, lift nets not larger than 16 square feet and bait traps not more than 30 inches in length.

It is the intent of the DEC to exempt by regulations the use of "cast nets" operated without the use of power for the take of menhaden. Menhaden so taken may not be offered for sale, trade or barter.

Question 16. The commercial fishing license is for food fish. What is the definition of "food fish?"

Answer: "Food fish" means all species of edible fish and squid.

Question 17. Are hook and line fishermen required to have a commercial license?

Answer: Hook and line fishermen such as those who use long lines, trot or set lines are required to have a commercial fishing license. The commercial license law exempted "angling." Angling is defined in law to include bait and fly fishing, casting, trolling and also includes the use of landing nets in completing the catch of fish taken by hook and line. To constitute "angling," the taking must be in accordance with the following requirements'

1. the operator must be present and in immediate attendance when lines are in the water;
2. one person may operate not more than two lines, with or without rod;
3. each line shall have not exceeding 15 single hooks, or 7 double hooks or 5 triple hooks or any combination of such hooks, provided the total number of hook points thereof does not exceed 15.

It is important to note that anglers who sell, trade or barter their catch are required to possess a commercial fishing license.

Question 18. Do I need a commercial fishing license to catch bait?

Answer: You are presumed to be taking food fish for commercial purposes when setting, maintaining, operating or using most forms of nets. You need a commercial license if you use seines larger than 30 feet long or greater than 4 feet deep, gill or trammel nets of any size of lift nets larger than 16 square feet. The use of bait traps larger than 30 inches in length also requires the commercial license.

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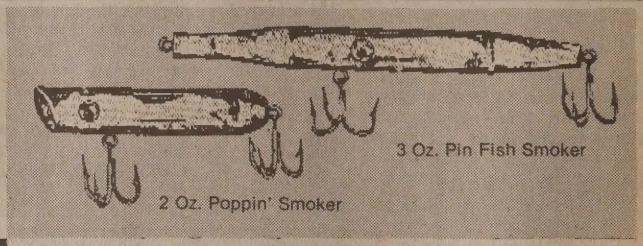

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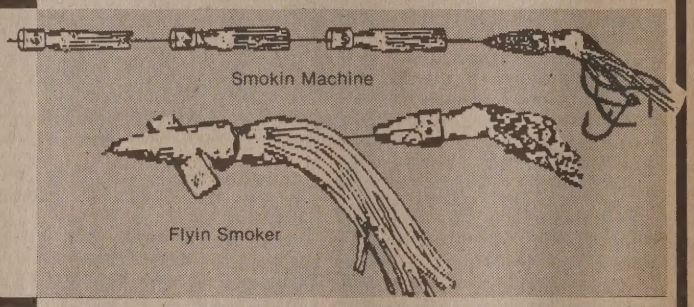

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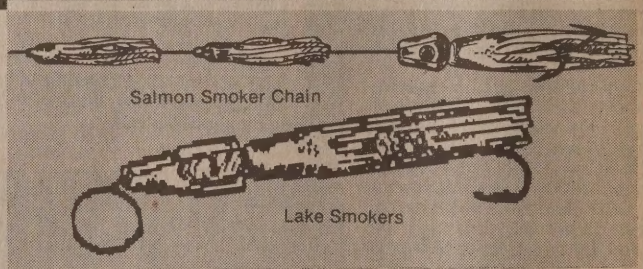

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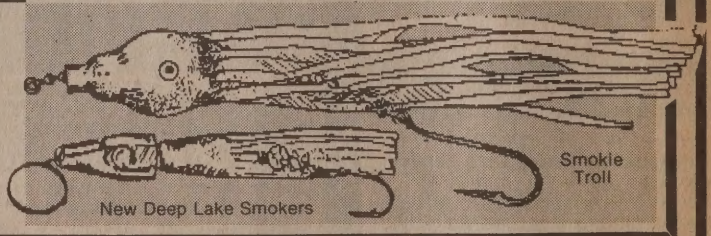

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Moriches Bay:

Dock Hopping Flatties

By Tom Schlichter

A biting east wind hooked itself inside my jacket collar, spinning a web of bone chilling cold across my neck and shoulders.

"It's going to be a tough day of fishing," I thought to myself as I nudged the throttle forward. Over my right shoulder, I could see several anglers and twice as many fishing poles lining the end of the Maple Avenue bulkhead in East Moriches. As I glanced back, I viewed one lucky bottom bouncer lifting a brace of flatties over the grey guard rail.

"Well," I revised my thinking, "if they're catching double-headers from shore, it shouldn't be too bad from the boat."

Famous last words! Four hours and five flatties later, my return trip brought me past the bulkhead once again and you could probably imagine my look of disgust as the same lucky angler lifted another fat flattie over the sea-green boards.

It didn't take long to stow my gear and investigate. To my considerable consternation, the answer was eight! Almost double my catch—and one of his fish weighed close to 2 pounds, while none of mine had even approached the 1.5 pound mark. A glance at the other buckets stationed along the bulkhead revealed several fish in each. Apparently there were plenty of flatties to go around. More than could be said of the fish in the main channel off Haven's Point that morning.

To Long Island's spring bottom bouncers, Moriches Bay has long been known as "Flatfish Heaven." Its reputation, however, has been built almost exclusively on the success of small craft boaters and a relatively large rental skiff fleet. Little is said of shore-bound action, even in the South Shore reports of this magazine. To be sure, it is the exception to the rule when bank fishermen outproduce the boaters here; nonetheless, there is ample opportunity to record some solid shore-bound catches during March and April and again in mid-October.

The key to finding consistent shore-bound flounder action is to locate areas where deep water and strong currents can be found close to shore. This is a hard combination to come by on this bay, however, as much of north bank is bordered by shallow flats which may be only four or five feet deep even 100 yards from shore. Other areas which would seem promising are posted as private property or support marinas with bulkheads sporting "No Fishing" signs on every third piling. Still, for the industrious angler, a little hard work can pay off in as many as a dozen productive legal fishing holes. As proof, I offer the following half dozen running from west to east on the bay.

The base of the Smith Point Bridge at the end of William Floyd Parkway has long been a natural gathering place for spring flounder and early season bottom bouncers. It is here that the waters of Moriches' western-

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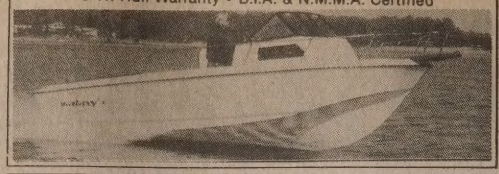

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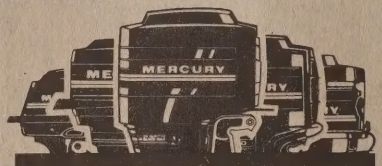

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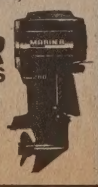

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most end funnel into a narrow channel before dissolving into the eastern waters of Great South Bay. Years ago, flounder fishing was first rate in this channel. In recent years, however, the fishing has declined somewhat. Still, it is possible to pick from a half dozen to a dozen or so flatties on any mid-March day. As of this writing, construction is slated to begin soon on a town park, marina and dock immediately west of the bridge on the mainland side's Shirley Basin and fishing there may be off limits until the project is completed. You'll have to check for yourself to see if construction is under way. Even if this spot doesn't pan out, you can still wet a line from the south bank along the length of the Smith Point Beach parking lot. A pair of waders will help you to walk out and cast to the deep water of the main channel. For most of the flounder season, there is no charge to use the lot.

Just 5 miles east of the bridge, the Cranbury Drive dock in Mastic sees its share of action. This dock is truly an odyssey to find, but its close proximity to the main east-west channel makes it worth looking for. Here, deep water is only a good cast away for a 2 ounce pyramid sinker, tandem rigged Chestertowns and 8 pound test line. A 9 foot surf pole and 12 pound test line could probably land your baits right in the center of the channel. Because the currents run rather strong here, a pyramid sinker is a real help in holding bottom. It's possible to catch a dozen fish from this dock on any early late March day, but eel grass can, at times, be a problem.

Finding this dock takes a little patience. It took me two tries—map and all. If you would like to give it a shot, take William Floyd Parkway south to Neighborhood Road, east. Proceed on Neighborhood Road to Mastic Road. Make a right turn onto Mastic Road and veer right onto Cranbury Drive. The dock is at the end of the road.

The Forge River Dock is next on our whirlwind tour of Moriches Bay shore-bound access sites. This is a long dock which juts out into the ever-flowing waters of Forge River at its junction with a small creek that is unnamed on my Hagstrom Map. The dock is located on Rivera Drive in Mastic. While I've just learned of this location myself, I have been told that flounder can be taken from mid-March through early April. If nothing else, it looks productive. There is plenty of deep water to the south and north, strong, swirling current and the aforementioned creek pouring out along the south side of the dock. I'll have to wait out the season before I can give you an honest assessment of the action here, however.

One of the nicest fishing docks on the entire bay is the town dock at the end of Union Avenue in Center Moriches. This location is easy to find (simply take Union Avenue south from Main Street in the center of

town), produces solid flatfish action from mid-March through April, offers plenty of parking and sports a restaurant and tackle shop within walking distance. It is square in shape, offering four-sided casting potential and deep water (relatively) fishing from all sides. The east corner seems to have the edge as to quantity while the largest fish tend to come a long cast straight out from the center section. Well constructed, clean and pleasant, this is an excellent location to bring the kids.

The terminal end of Maple Avenue in East Moriches is our next stop. This is the same Maple Avenue noted at the beginning of this article. It is reached from Main Street by taking Atlantic Avenue south and then making the second left. Here, flounder can be taken from late March through April. Simply park your car and cast as far as possible toward the channel where the boats from the neighboring marina head out towards the open waters of Hart's Cove. I've fished this location several times and have found bloodworms fished on tandem rigs take the most fish. The currents are mild here and it's easy to hold bottom with as little as one ounce of lead. Long casts are not a prerequisite to good scores.

Finally, we come to the L-shaped dock at the foot of Bay Avenue in Eastport. Located at the juncture of Little Seatuck and Seatuck Creeks at the base of Seatuck Cove, anglers working this dock during early late March and April can rack up some pretty respectable scores. Again, bloodworms fished on tandem tied rigs seem to take the most fish.

Well, I almost feel out of breath. We've covered the entire north shore of Moriches Bay in only a few paragraphs and, as you can see, there are a fair number of flounder producing access points. Anyone with a Hagstrom Map, a car or bike and a little time to look will undoubtedly find a few more. Consider the above to be a head start.

I should be noted that most of the better flattie scores at these locations are made three hours either side of high tide. As a general rule, the more western waters near Smith Point, Mastic and Shirley produce best early in the season. As April arrives, the best action gradually shifts to the east and those sites located deeper inside the coves such as Maple Avenue in Center Moriches or Bay Avenue in East Moriches.

Other factors may also affect the productivity of each location. Fishing at some spots is severely hindered by strong east, west or southern winds and heavy rains or runoff may cloud up the water of sites located on or near a creek or river. If you are not sure where to try, you might want to consider the advice of Chet Wilcox, proprietor of B&B Bait and Tackle in Center Moriches and go dock-hopping, checking each site until you find the one with the most fish in the buckets.

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The Flat Side Of Spring

Part One — By Matt Ahern

If you're an experienced flounder fisherman, I doubt if you will find something "new" in this series of articles.

But if you are a beginner just getting your feet wet, it is my sincere hope that these articles will enable you to go out there and catch your share of flatties.

Let's begin by dispelling a popular myth. If you are a fishermen who believes flounder are patsies for the baited hook, you are off to a bad start. This may be because someone told you flounder fishing is easy. All well and good. It certainly is that—but only after you know each step of the way. Not before.

I'm aware that when you see photos of smiling fishermen displaying a bushel of flounder at dockside, it is very easy to be carried away and think there's nothing to it. Take my advice: approach flounder fishing with an open mind. Let it be arid as the Sahara, for there's more to this fishing than meets the eye. If you wish to become successful, **don't** treat flounder fishing lightly.

And with that I can hear fishermen say: "What's with this guy? Does he think he's writing about stripers?" Yes; in a way I am. The successful striper fisherman and the successful flounder fisherman are brothers under the skin, for they have discovered one great truth—the great leveler, one might say. They have discovered each must possess the hard-won basics of the game before each can expect to become successful. Each must contribute studied preparation and concentrated knowledge. Each must learn the fine points of the game, no matter how difficult and time-consuming. As striper fishermen have learned, they beach few fish without first paying dues. And **you** will land few flounder without first paying **your** dues. It's as simple as that.

Fortunately, because of the flounder's nature, this degree of concentration and knowledge is not difficult to attain—nowhere does it approach what striper fishermen must know; but it is there and must be mastered if success is to be yours.

Take tackle. Actually, it matters not what kind you use. Once you learn the basics, you'll catch flounder with it. You can use a drop line, or even a cod stick, and expect some measure of success. You won't have much fun; but you'll catch fish.

I have always believed true sport fishermen go flounder fishing because of the enjoyment and not simply because it presents an excellent opportunity to fill the home freezer—although this certainly enters into it. However, you will find that strictly meat fishermen quickly realize it is less troublesome to journey to the local fish market.

Just what is considered good flounder fishing tackle? The answer to that is simple, for search where you will, you'll never find anything better suited to the sport than light spinning tackle.

You might say flounder and spinning tackle were made for each other. Its use gives the spunky flounder a chance to pour on the steam as it dives and makes short, spirited dashes in its efforts to regain the sanctuary of the bottom. Good sized flatties will put a bow in your light spinning rod, a bow you never thought possible. Even a one pounder hooked on light tackle will give a good account of itself. Nail a two pounder, which is not an uncommon occurrence in spring, and I guarantee you'll be amazed. Yes, sir; flounder provide plenty of sport for those fishermen who use a light spinning gear.

Much flounder fishing is done from boats. If this is your intention, it is best when using light spinning gear to fill a matching open face spinning reel with light monofilament line, say 6 pound test. With such an outfit, you'll have no difficulty when using a 1 or 2 ounce bank sinker.

When using this light tackle, a word of caution is in order. Always make certain your reel's drag is finely adjusted, for at any time you may hook a double-header consisting of large fish. In the excitement of the moment, you may use heavy-handed methods and a tight drag is likely to pop. To avoid such a possibility, some fishermen use heavier mono than recommended; but doing this may make heavier sinkers mandatory should the current be stronger than normal, as, for instance, around full

moon time. Sinkers over 2 ounces in weight defeat the purpose of light tackle by putting a set in the rod's tip, and thereby make it insensitive to those larger, more cautious flounder.

Should your fishing area be known for strong tidal currents, it is best to dispense with the light tackle and use medium-weight gear, or a conventional bay rod. You can then go to 10 pound mono and sinkers to 4 ounces.

If you intend to do your flounder fishing from shore, it is best to use medium weight spinning gear, especially in known "sticky" areas, such as Shinnecock Canal, where the mortality rate on terminal tackle is high.

In such difficult areas, use nothing less than 10 pound mono—even 15 won't be out of place. In fact, in such areas, I've seen fishermen using 20 pound test. When they snag bottom, they have a fighting chance of salvaging some part of their terminal gear.

Even if your fishing area isn't "sticky," there's always a chance of snagging heavy gobs of seaweed. Light mono is sure to part should this happen. If you have hooked a fish at the same time, there is an excellent chance mono under 10 pound test will break.

Now—the subject of hooks.

I am a hook fanatic and because I am a hook fanatic, I must say this: if the subject of hooks holds no interest for you, you won't go far in the bottom fishing game. Strong words, I know—but true. Everything we have discussed and are about to discuss, will not help you one bit if you shun the importance of fishhooks. You may own the finest tackle, go out fishing with the most knowledgeable companions, but if you don't use the proper hook for the job, you will never become an outstanding fisherman. I know these are strong words, but a word to the wise is sufficient.

The average spring flounder is no heavyweight, and because it has a small mouth and sucks its food in most of the time, it is important to take this into consideration when selecting the proper hook. The most popular flounder hook has long been the Chestertown in size 9 or 10, wtih #9 preferred. It is a good hook and will not fail to get you fish.

But this is not to say you can't use a different hook if it is the right size. And this, my good friend, is a sneaky way to bring up the subject of my favorite flounder hook.

I discovered in the long ago (say at least 55 years) that Mustad's #6 regular shanked Sproat hook will outfish any Chestertown on the market. One would never suspect these Sproats to be suitable for flounder fishing, but in this respect, looks are certainly deceiving.

Back to flounder fishing.

Whether you fish from a boat or from shore, there is but one rig to use. This is the one experienced flounder fishermen swear by—not at! You may hear this rig called the basic flounder rig, the tandem rig, or the Canarsie rig, but it matters not—just be sure to use it if you wish to garner your share of the available flounder.

And while we're on the subject of rigs, let me caution you against the use of flounder spreaders. These are most difficult to control when casting, especially into the wind; they foul on the slightest obstruction and quickly become festooned with weed. Weed-covered hooks and riggings catch few flounder. Remember, too, that large flounder are cagey and will quickly drop a bait that feels anchored to the bottom; which, of course, is just what happens when using a flounder spreader.

To avoid all this nonsense, tandem-tie your hooks. There's nothing to it. Simply take two hooks and fold the snell of one at its middle. Take this fold and place it through the knotted loop of the second hook. This second hook is then put through the first fold, drawn up tightly and secured with a common overhand knot.

This completed rig is placed on the main line by forming a 2 inch, double-overhand loop about 2 inches above the sinker. Forming this rig takes but seconds and will assure you that your hooks are on bottom, where they must be to catch flounder.

Next week, we'll go into baits and chum. In the meanwhile, practice tying that tandem rig.

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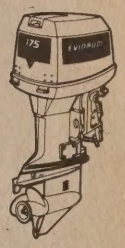

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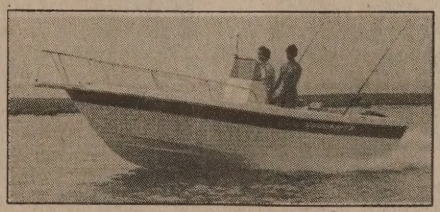

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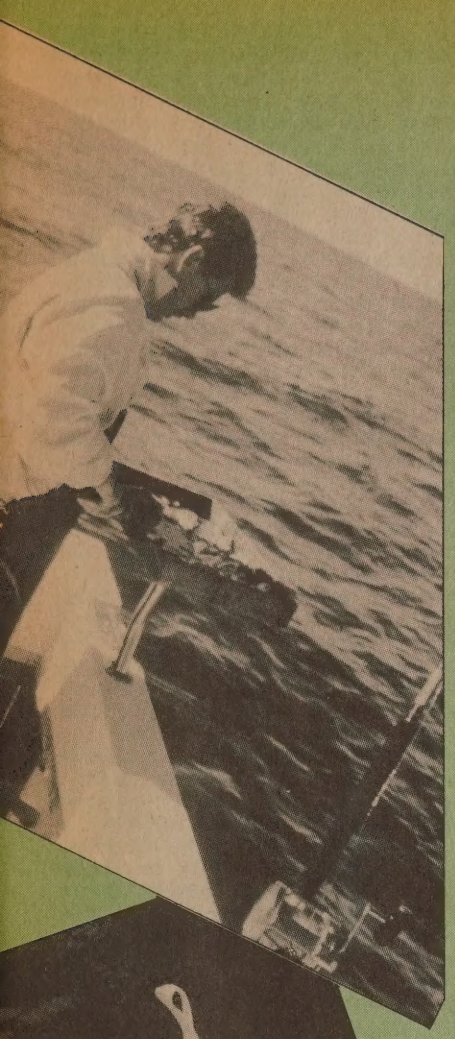
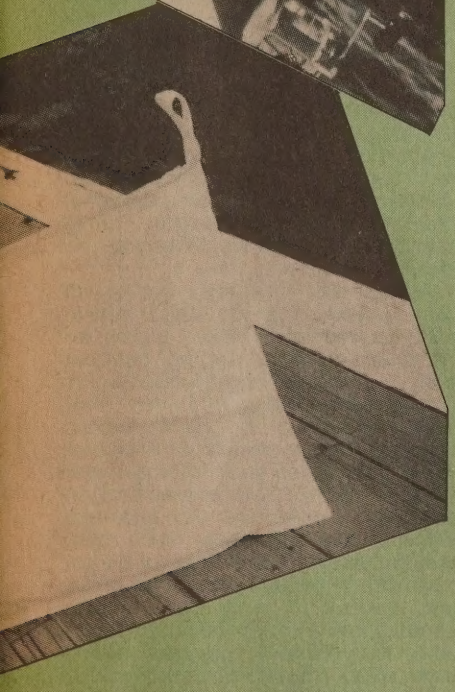
Fitting Out Your Blue Water Chariot

Part One

By John N. Raguso





Clockwise from top left: This 261 Mako CC provides 360 degree fishability. Outriggers and antennas are mounted atop T-Top. Shane's teak cutting board gets a workout. Canyon Products fishbag stores easily. Reliable harness/belt combo and tuna kit gaff made short work of this 75 pound bluefin.

Having bought and sold five blue water outboard craft in the past six years, some of my fishing buddies claim that I'm fickle. While my defensive retort is that my tastes are simply maturing and I'm just looking for the "right" compromise, one thing is for sure: having had a hand in laying-out and rigging every one of these girls, I've learned some valuable lessons that I'm going to share with you over the course of the next two weeks.

Finding the optimum offshore hull, layout and power system are certainly significant events in a complex decision matrix that we call searching for the "perfect" boat. Since the perfect boat is yet to be built, the idea is to find out as much as possible about the finalists you've narrowed down as the pick of the litter, including an honest evaluation of all of the negatives and select the most appropriate candidate. At this point most anglers feel that their job is done and one of the most critical events remains unfulfilled and that's rigging it with the gear and electronics that will help you catch more fish. You can take the best hull with a 360 degree layout that was born and bred for fishing and ruin it by mounting antennas and outriggers where they obstruct a clear access to your boat's #1 job, to catch or release large pelagics.

One of the first things I do when setting up a new platform for offshore duty is to grab a nice comfy chair, put it right in the middle of the deck, and sit there with a note pad in hand, imagining where all of the fishing essentials will go and sketching out the layout. For me, having a total unobstructed 360 degree fish fighting arena is my top priority and all riggers, rod holders and antenna mounts are subordinate to this mandate. This conceptual planning stage is superior to having a quick trigger finger on the drill or jigsaw, where the liability is realizing that you've mounted a rod holder in the wrong spot or cut a wiring harness that you couldn't see. Even with this extra step, you must demonstrate prudence and restraint before cutting of drilling into the fiberglass to make sure that the part you've selected will fit and that it can be accessed for through bolting. I can't tell you how many times I've cut a hole in a gunwale covering board for a flush-mounted rod holder, only to have one of the anchoring bolts come out in some remote place where it couldn't be reached for tightening. Enough said.

What are some of the things you might find of assistance on your blue water rig? The following is a list of gear I've found most useful in the offshore environment, with the majority having proven themselves the most economical and efficient "right" tool for the job of taking big fish:

Gaffs: Although Pompanette, Aftco and So-Lo all make fine products, I've yet to see one surpass the Reliable lineup for having the right gaff for the application and taking abuse in the field while still performing up to expected standards. Jerry Schnur has designed three gaffs which I would not be without, whether I was fishing from a 22 foot center console, or a 65 Hatteras. First off, a flying gaff is certainly one of the "indispensable" items that no big game fisherman worth his salt would ever be without. But the trick is don't just have one aboard; learn how to use it! Be familiar with its operation and be sure to inform the crew beforehand. It will serve you no good to be the only capable gaffman, if you are the one fighting the high-flying mako shark! The second gaff I think is necessary is a fiberglass shaft model about 4 feet in length with a 3 inch gap, 3/8 inch stainless hook. This tool is ideal to take any tuna up to 100 lbs., all the blues, weaks and cod you can catch, plus it doubles as the perfect instrument to help tail wrap a big shark, since it's flexible and will snap back to its original shape should the shark whack it during the boatside ceremonies. The last gaff of the trio gaff is the "tuna kit" unit which has a welded stainless loop at the base of the shaft, to allow tying a 15 foot by 1/2 inch safety line should a fish get frisky and rip it out of your hands. As an interesting aside, Reliable's Jerry Schnur has modified the tuna kit gaff for 1988 to include a barbed point. The idea is that should you forget the fly gaff or be blessed with an inexperienced crew, you can employ this straight gaff in place of the flying gaff, and the head will not slip off the pole prematurely, nor will it back out as with a clear point hook, since the barb precludes this. To prevent the pole from flying about wildly, secure the safety line along the gaff pole's shaft with either a series of half hitches or use a couple of heavy duty plastic wire wraps to keep them together. That way, wherever the line goes, the pole will predictably follow. Take my word for it, it works when all else fails, and it's a good backup to the flying gaff when that once in a lifetime trophy comes up under your boat.

Fish Boxes/Fish Bags: What good is spending the bucks on your boat, fuel and bait to catch a load of tuna and have them "pre-cooked" before you arrive back at dockside? My preference is to have the boat come with its own built-in insulated coolers, but like the rest of the fishing world, I'll carry along a Gott 172 or Igloo 151/162 if optimism prevails. The only problem with these large plastic boxes is that they take up a bunch of deck space and they're in the way and underfoot, either loaded with the day's catch or when empty. Coming up with a viable alternative, Arnie Howitt of Canyon Products in Halesite, Long Island has been turning out a marvelous array of insulated fish bags that roll up when not in use and roll out to keep your catch cool whether you're a daytripper or an overnight canyon junkie. Even when

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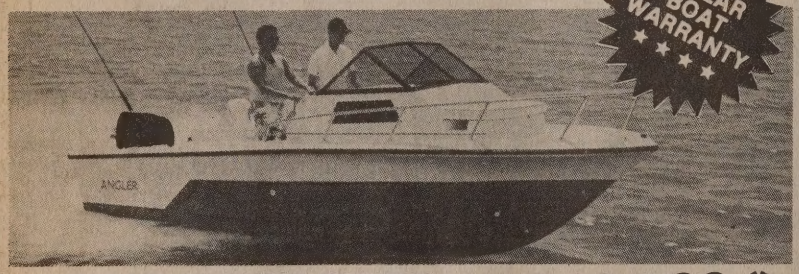
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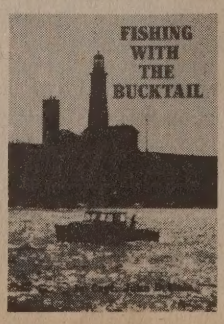

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storing the goods, the bags don't take up much room, since they can hang vertically from heavy duty straps. Arnie also manufactures a roll-up vinyl chum bag that is just the ticket for slipping in a 3½ gal. can of bunker bash and not marring your chariot's gel coat; but more on this in an upcoming product review.

Hardware: Major items like hardtops, leaning posts, rocket launchers, outriggers and gangs of flush/vertical/horizontal rod holders all have their place onboard your blue water express. My latest boat was the first to have a hardtop and rocket launcher and I can assure you, each vessel I have the good fortune to own from this point forward will come similarly equipped. The increase in my 230 Grady White's ergonomic efficiency was unbelievable. The hardtop allowed the outriggers to be mounted off the deck and out of the mainstream. It also let me store five additional offshore rod/reel combos upstairs and out of harm's way. Of course, the attached radio box afforded easy and accessible mounting for the VHF and CB sets, along with a convenient perch for the requisite pair of antennas. A complete set of canvas allowed myself and the crew to venture offshore in any kind of reasonable weather in complete comfort.

A leaning post/rocket launcher should be mandatory for all those considering center console craft. Since most blue water jockeys ply the distant waters while standing, not only for better visibility, but also to help cushion the potholes you're likely to encounter offshore, the leaning post gives your body the most support in this role. Fringe benefits are a spot for a carry-on cooler below, vertical storage for four additional rods, something sturdy to grab onto in a bouncy sea, and in some cases, a tackle cabinet too.

Accessories: I'm sure we've all come to realize that the little things in our lives frequently make a big difference. So it goes with rigging your boat with the proper accouterments for battling big gamesters. No boat should be without at least one or two of the latest generation of stand-up kidney harnesses and fighting belts. Reliable, Braid, Sampo and Canyon products all make top-notch gear and you'd be shocked at how much relief they provide from the strain of battle. I was able to take a 425 lb. mako shark last season in only 38 minutes employing one of Jerry Schnur's Reliable belt/harness combos, while using a Sabre Stroker rod and Penn 30 TW reel with 50 pound mono. I've heard of stories where normal everyday folks are whipping humongous tuna and sharks in minutes; so this stuff really works for everyone, not just Lawrence Taylor types.

Canvas lure bags are also in vogue with the blue water clique, since you can fold them up at day's end and not have them tangle together like a big ball of spaghetti. The materials used for many of these bags is either nylon,

polypropalene, or canvas and they're frequently constructed with holes to eliminate moisture in storage.

Another of the indispensable items is a portable cutting board for bait. Whether sharking or chunking for tuna, these often overlooked boards are taken for granted. It's no fun cutting up multiple flats of butterfish or herring, on top of a piece of plywood sliding on an Igloo cooler in a rock 'n roll sea. The boards that fit into the flush mounted rod holders are best and both Shane's Marine of Babylon/Island Park, Long Island and So-Lo Products of Bridgeport, Connecticut, make teak units that are as good looking as they are efficient. Both allow the fish juices to drip overboard through strategic holes, thereby adding some fresh scent to your chum slick and keeping it off the deck where it will cause havoc. So-Lo also manufactures a molded fiberglass cutting board that allows fast cleanup back at the dock, and the Fast Feet Company out of Point Pleasant, New Jersey makes a neat plastic "Bucket Board" that snaps over the edge of any of the ubiquitous 5 gallon pails that have permeated the marketplace. Any and all of these products are superior to the old-piece-of-driftwood standby.

Fighting Chairs: Although I've never installed one of these beauties on any of my boats, most of my buddies have them on their rigs. A good one that will last on more than one big fish and for more than one season out on the briny could set you back upwards of seven or eight thousand bucks! The bare bones chairs will go for at least two grand, so it's an investment that you don't want to make haphazardly. But having a chair to lounge in versus using it as an effective tool to battle a 500 lb. bluefin tuna are two distinct events. I've seen the fighting chair misused so frequently that it makes me sick! So often, the chair is set in the wrong location relative to the length of the rod tip and the position of the transom/gunwales that it can become a liability instead of an asset. Another factor is that some folks spend the big bucks on the chair and then neglect to purchase a $300 bucket harness to make it work. I can't tell you how many countless times I've witnessed big, macho anglers jump in a chair set on taming a hot tuna and get whipped into submission in minutes. They try to fight the fish with their arms instead of their legs, and of course, burn out in the process. You could write a book on the 99 ways to use a fighting chair, but it's not the intent to list every one of them here. Suffice it to say that you should seek out expert advice in the purchase, installation and use of a chair if you truly want to get maximum benefits from this fine tool.

Next week, we're going to cover the electronics end of rigging out your blue water baby, along with wiring and installation tips from some of the local experts.

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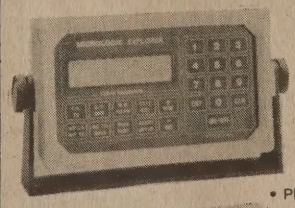

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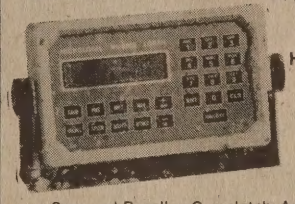

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Salty Flyrodding:

A Fly

Simple flies like the Platinum Blonde are all one needs to be successful at saltwater flyrodding.

My mind is relaxed when I sit and create flies that will catch fish. Cold winter nights with winds howling out of the north remind me all too well that this is the off-season and that soon I should begin making new flies for next year. With this thought in mind and with a feeling of excited expectation I approach my tying bench feeling like a mad scientist embarking on a new project. There before me is the work area where my creations, my "little babies" are born and so it is with warm enthusiasm that I take a deep breath, invoke an inspiration from the muse of the tying bench and begin my winter's work.

My vise sits before me and my tools stand ready at their rack. Routinely I snatch a 1/0 O'Shaughnessy from its box and mount it in the vise. "This will be the skeleton upon which I will build my masterpiece," I think, "and I use a stainless steel hook so that the finished product won't tarnish with age or go bad from within."

The next step is to attach the thread. This I do starting from the bend of the hook shank hoping to conserve thread for future endeavors, but, fortunately, as if to warn me that my frugality might cause me problems later on, the gods of the tying bench stepped in and reminded me that the last time I tried to keep the work and the materials down to a bare minimum a 15 lb. bluefish stripped the sparsely tied fly of its fur and wrappings and left me standing in the marsh with nothing but a bare hook to throw at the still actively feeding fish.

But this fly would be different. It would withstand the onslaught of bluefish, bass and weakfish. Meticulously, I unwrapped what I had started and laid a better basework of thread (tightly wrapped this time) starting slightly behind the eye and working toward the bend, leaving no gaps for a sharp tooth to work its way into the core. The entire underwrap was then given a coat of varnish to soak into and bind the wraps and, ten minutes later, a second coat was applied to even off the irregular surface of the windings to accept the upcoming steps. Now the framework was laid. Solid, waterproof and strong, this firm foundation would now permit me to create any one of the myriad of patterns of saltwater flies.

There is a lot to be said for simplicity, for I think that lures that are simple in construction tend to last longer than the complicated ones. With this in mind, I choose to build the "Platinum Blonde" streamer because it requires few materials, is far less complicated than the more sophisticated sand eel patterns and is nowhere near as tedious to tie or as demanding on the mind as is the construction of grass shrimp or green crab look-alikes. By choosing this simple pattern I felt I could pay more attention to the quality of my work and perhaps turn out a wider variety of well made flies rather than just a few complicated yet inferior ones.

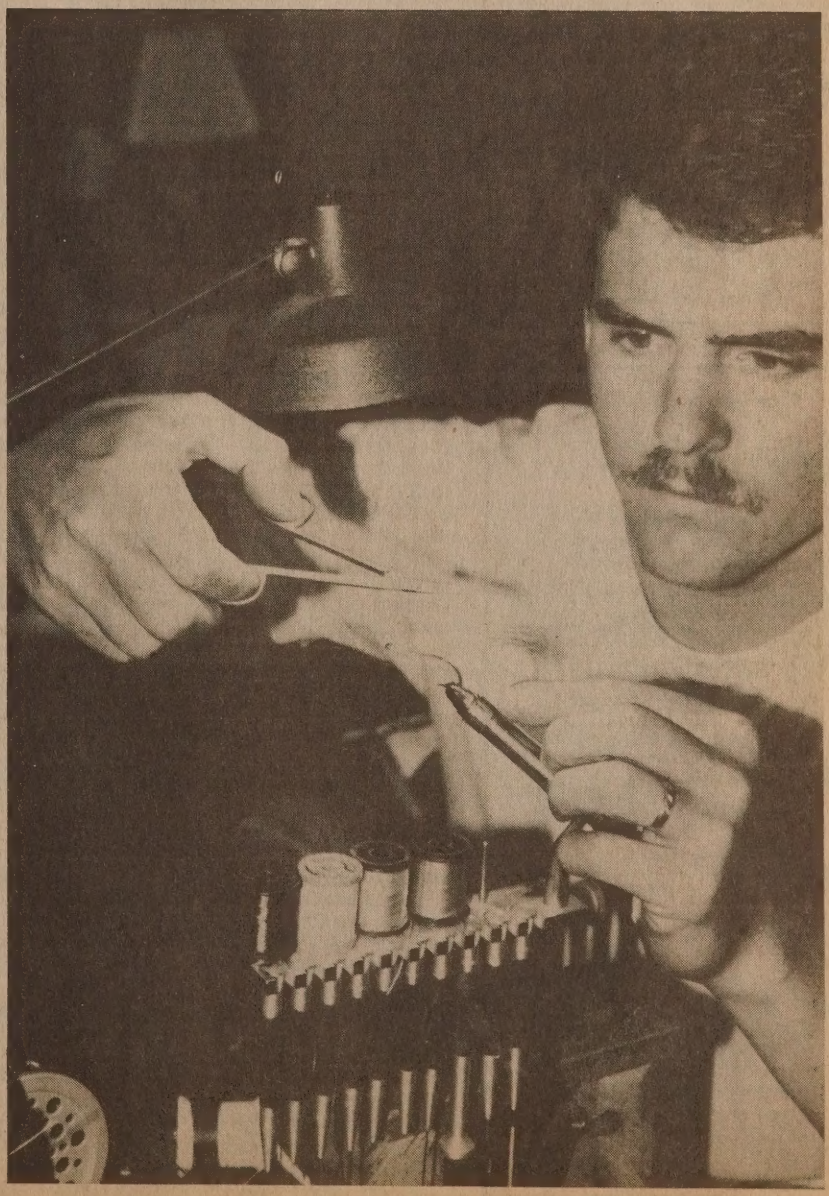
For All Seasons

By Fred Laager

In the past I used to think of the Platinum Blonde as a beginner's fly. I felt it was just another of the many choices open to me, but just this summer I caught more bluefish and striped bass using this fly than on any other pattern I had in my collection. Unfortunately, the patterns I tied last winter were a bit inferior and only lasted for a fish or two. In fact, in one morning I tailed four bass and three blues and used six flies in the process. With the fish still rising all around me and I standing with the tattered remains of my last Platinum Blonde, I vowed to spend a little more time at the vise this winter, putting quality into my creations so that this unfortunate circumstance would never hapen again.

I began the fly by tying in the mylar and white floss that constitute its body. Holding these materials backwards and away from the bend of the hook I next tied in a small tuft of white bucktail using the choice ends of this material where the hair is less buoyant and less brittle. With the bucktail permanently affixed to the shank of the hook the thread was wound forward and the wraps covered with a thin coat of varnish to help bind them and also to serve as an adhesive for the following turns of body material. Next, the white floss was wound foward in a clockwise fashion keeping all the spirals uniformly neat. It was then tied off at the head. Next the mylar was wrapped counterclockwise so as to crisscross the wraps of white floss preventing a cut-in. The mylar was then tied off and a few half hitches were applied at the front. The wraps were then given a coat of varnish as a binding agent.

Now came the bucktail that would form the body. Just as I choose the prime tips of the bucktail for the tail I similarly choose the same material in both consistency and color for the body. Holding the hair firmly I threw two loose turns of thread over the bundle of hair and, positioning it precisely over the exact center of the hook shank, drew the thread down tightly to hold the hair in place. A few



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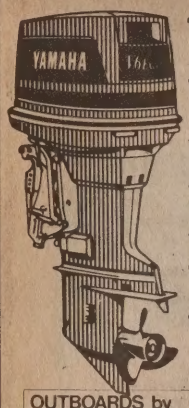

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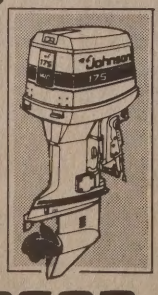

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more wraps and a whip finish completed the job by securing the hair and forming a well-tapered head. A coat of varnish was applied to cement the head securely and prevent the hairs from pulling out. When the varnish dried a thin coat of white paint was applied to the head to give the fly an overall white and silvery appearance irresistable to any self-respecting bluefish, bass or weakfish.

In the past I left the body as it was but without any protection the teeth of the bluefish or weakfish would simply cut the winds of mylar causing the whole thing to unwind.

"Now I will protect the body with two coats of the two part polymer finish I use when building my fishing rods," I thought. "This flexible coating will give the fly a natural translucent look and easily double the life expectancy of my 'little baby.' In addition to prolonging the life of the fly this coating will help sink it just below the surface and give the body the extra 'flash' it needs to attract large and hungry game fish."

While holding the body hair away from the hook shank I then applied the epoxy finish to the body keeping the coating even and making sure that it flowed into every nook and cranny of the fly. I then applied the epoxy to the head with the same care given to the body. Removing the fly from the vise, I then set it in a nearby piece of cork to dry and proceeded to create more Platinum Blondes until finally I had a whole brigade of them sitting out to dry.

When I returned to my bench the next day I applied the final coat of epoxy and trimmed the body hair to the proper contour. To prevent the tiny bits of trimmed hair from sticking to the still tacky epoxy, I gently blew on the hair as I cut. Snipping here and there the fly seemd to come alive as I, its creator, inspired life into its form. Looking at the fly, I could imagine it landing gracefully on the water and I could see it darting about with every twitch of the fly line. I could visualize the fly animated and how it must appear to the fish that sees its glistening mylar form from below. I could envision the strike and I could see the fish dancing on the water with my gorgeous imitation holding tightly in the jaw. "Ah yes," I thought, "There is only one thing better than fly tying and that's fly fishing. I can't wait till spring."

Tying saltwater flies is something anyone can do, but saltwater flies can become very complicated as one's own skills advance with experience. For those who are already proficient in the art there are many books on the market and in the libraries that will illustrate advanced techniques suitable for the master who has the proper tools and experience to execute their construction. If you do decide to tackle advanced patterns, be careful and don't bite off more than you can chew. Often I have found that the more complicated imitations are inhaled with the same gusto as the simple ones and I, for one, hate to see an hour of good labor totally destroyed with the bite of one fish.

For for those of you who intend on taking up saltwater fly fishing, there is no time like the present to begin. A few simple tools like an ordinary vise or needlenose vise-grip pliers will hold the hooks firmly as you construct your patterns. A good pair of scissors if also necessary for all trimming work and a razor blade or sharp knife will cleanly cut the thread of a finished head. As one becomes more advanced, tools such as a rotating vise, bobbins to hold thread and floss, whip finishes, half-hitch tools, hair stackers and material clips may also be purchased at your local fly fishing or tackle shop.

Materials for saltwater flies can be purchased at most sporting goods stores, but the beginner can usually make do with discarded pieces of clothing and the like found in the back of his or her closet, in the cellar or attic. Synthetic white fur from the collar of my wife's old coat was my original Platinum Blonde body material long before I acquired bucktail or polar bear fur. Lead tinsel from the Christmas tree was my original "flash" material but the lead became dull very fast. Nowadays tinsel is plastic and though it isn't as durable as mylar it still will bring many bites from the big fish and will not tarnish with age.

Hooks, thread and varnish are probably the only things a beginner might need to purchase but often, ordinary thread and varnish are already taking up space in the garage or the wife's travel kit and these materials will be suitable enough for many first attempts. Hooks, however, must be purchased in either bronzed, cadium-plated or stainless steel versions. Many fishermen prefer bronzed hooks because they will corrode faster if broken off in a fish's mouth, but I prefer stainless steel because I want my patterns to last. Cadmium plated hooks are a compromise between the cost of stainless and the poor durability of bronze.

Remember, fly tying is only part of the sport. Fly fishing is the other part and if one wants to achieve proficiency at both, practice and patience is required. For the beginner the time is now to shop for a new reel and rod so that when spring arrives he or she will be ready to cast to feeding fish. More importantly, now is the time to be tying flies that will entice the big one into striking a few months down the road. Having a good selection of well made flies this season will make you a more successful angler and tying them now will save you valuable time when the fishing gets hot. No one wants to waste time tying when the fish are biting; so stock up now and do something constructive to ward off the winter blues. Tie some Platinum Blondes or invent some of your own patterns so that when the season comes around all you'll have to worry about is catching fish.

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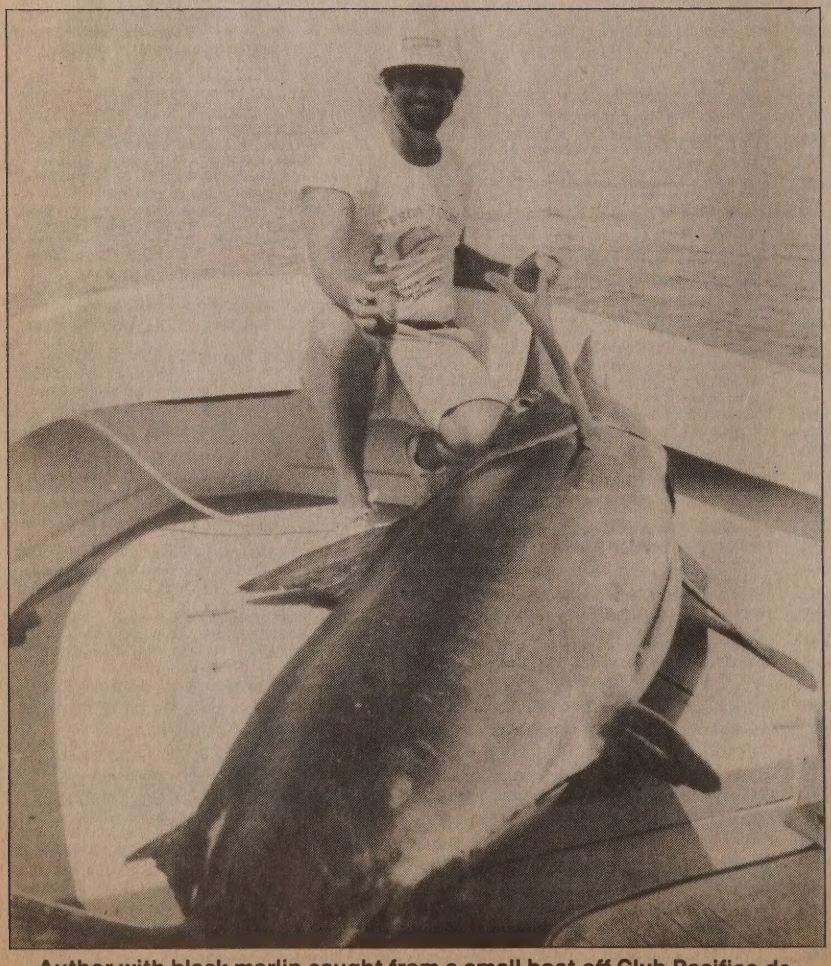
Travel Log

By Al Ristori



Author with black marlin caught from a small boat off Club Pacifico de Panama.

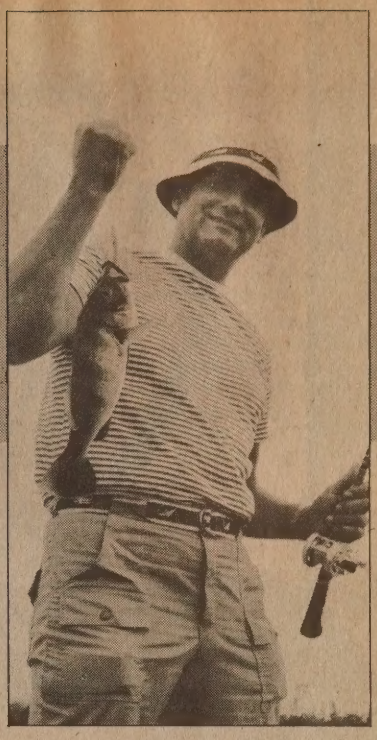
While political turmoil has taken its toll on tourism in Panama this winter, the fish don't know a thing about it—and will probably be there as thick as ever for those not scared off by the stories. Unfortunately, those uncertainties have led to the temporary closing of one camp.

Bob Griffin has decided to be extra-cautious and will not open his famed Club Pacifico de Panama, but continues operations at Club Lago de Panama. In addition, Tropic Star Lodge operates as normal at Pinas Bay.

It's ironic that the present political problems between Panama and the U.S. have led to this, because they are minor compared to the demonstrations that occurred during the dispute over control of the Panama Canal a decade ago. Yet the camps operated quite normally at that time. Furthermore, tourism continues at a high level in Israel (where violence is a daily possibility), while a few harsh words are enough to scare Americans away from Latin countries. I've fished in many Latin countries, in good times and bad, but never had a bad experience with the people. Unless you're looking for trouble, you've very unlikely to find it!

Griffin's situation at Club Pacifico is unique in that his camp is the only private lease on a government-owned island. Coiba is Panama's Alcatraz and is controlled by the military. Should the situation get tense enough between governments, there's always the possibility that the military might cut off landing privileges or otherwise prevent proper operation of the camp. Rather than risking inconvenience for his customers, Griffin decided to keep the camp closed.

Panama



On the other hand, Griffin continues to run Club Lago de Panama on Gatun Lake, part of the Panama Canal. That lake was constructed in the early 1900s and was the largest man-made lake in the world at the time, covering 163.4 square miles. Gatun is full of small islands and sunken trees, closely resembling some of our southern impoundments.

However, it's not the largemouth bass that is sought in Gatun. The peacock bass literally owns that lake, though the takeover is quite recent. Those South American natives escaped from a private lake that overflowed in a storm less than two decades ago and quickly eliminated some species while reducing others (including tarpon and snook) to a small fraction of their former population.

Like the largemouth (actually a member of the sunfish family), the peacock bass or pavon is not a bass at all, but a member of the *Cichlidae* family. Though bass-like in shape, the peacock is a far more colorful and vicious fish with a seemingly bottomless appetite.

From a fighting standpoint, peacocks are a top game fish. They hit almost anything, are strong and do lots of jumping. They could run circles around a largemouth and are accorded the highest honors by Griffin, who notes that "they fight like a saltwater fish!"

Unfortunately, the peacocks of Gatun are stunted due to their vast numbers. Though peacocks might reach as much as 30 pounds in other areas, those in Gatun average 1 to 3 pounds, with a few to 5 or 6 pounds. The Smithsonian Institute has its Tropical Research Center on an island in the lake, and they've requested heavy harvesting.

Anglers rarely have any trouble complying with that request. Catches of 25 to 50 a day are routine, and it's not unusual for some to boat 100 to 200. Just about any type of light tackle will do. Most use spinning or baitcasting, but flyrodders do as well. A piece of straw from the McDonald's in Panama City makes as good a "fly" as any. As for lures, try small plugs, jigs, spoons or anything else available.

A single day at the camp (about an hour from Panama City) runs $160 single or $85 per person double. That includes a full day of guided fishing on a Lowe 16 foot aluminum boat with a Bimini top and 25 hp Johnson plus box lunch and drinks and filleting of the catch. I joined Griffin for a peacock bass meal after a day of fishing on the lake and can testify that they are as good eating a white-meated fish as you'll find.

Griffin also offers package tours that include airport reception, hotel and transfers to the camp. For info write him at Club Lago/Panama Tours, P.O. Box 2866, Hialeah, FL 33012, or call toll-free 1-800-327-5662. Griffin is now also booking the Club Ocotal beach resort on Costa Rica's west coast. That resort offers sailfish, marlin, dolphin and roosterfish on a year-round basis.

Tropic Star Lodge is the oldest of the Panama camps and certainly the most elegant. Everything is first class (including a swimming pool) at the beautiful camp near the border with Colombia and guests fish in 31 foot Bertrams. Of course, all that isn't inexpensive. As with any other spot, there are weeks with great fishing and others when the black marlin and sailfish don't cooperate. However, Tropic Star generally rates with the world's best fishing resorts. For info write to Conway D. Kittredge, 693 N. Orange Ave., Suite 200, Orlando, FL 32801; (305) 843-0124.

What will become of Club Pacifico is uncertain at this time, but I'll certainly be disappointed if it isn't re-opened. I've been in love with this storybook tropical location since I first joined Griffin in trailering a boat for eight hours up the Pan American Highway and then running the boat another two hours from the base camp to Coiba. Half a dozen trips later, I'm still convinced that Club Pacifico is as close to the ideal fishing location there is. The fishing there is hard to beat because of the variety and the vast area that can be covered in 23 foot diesel Makos. With no nearby population centers, there's little commercial fishing in the area—and even that is for deep water snappers and groupers by handliners.

There's often outstanding trolling for black marlin and sailfish on Hannibal Bank, but that sport was poor last year due to an unusual invasion of "green water." However, Bob Wilder of Montville, New Jersey and Pat Lynch of Union, New Jersey joined me in enjoying some outstanding casting on the reefs with popping plugs. Those surface lures brought up such species as cubera and mullet snappers, cobalt and horse-eye jacks, jack crevalle and roosterfish.

Griffin put his heart and soul into building and improving Club Pacifico (he even lost a son there in an off-season accident) and I doubt if he'll give up easily. Hopefully, we'll all be able to enjoy that small boat angler's paradise once again in the near future.

Playing it Safe with Lead

By Dick Mermon

Fisherman are constantly exploring for less expensive means when replenishing tackle, especially with expendable articles such as sinkers and leadhead jig lures. These items are number one on the list of do-it-yourself anglers. However, occasionally even the easiest task becomes the most difficult and precarious to achieve.

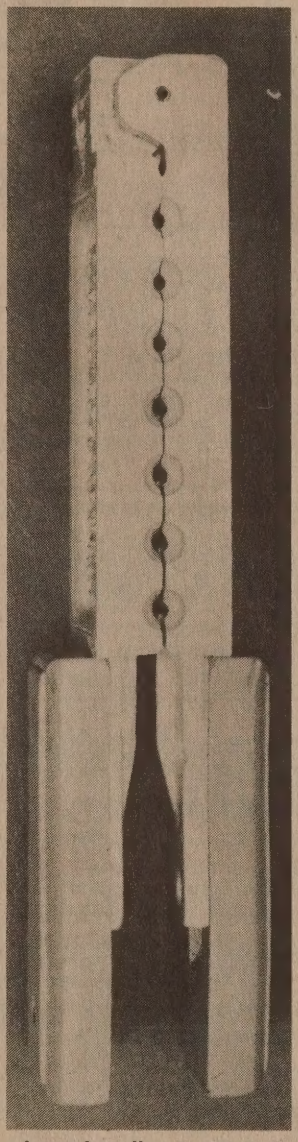
Molten lead can be extremely dangerous in the hands of a newcomer to the art of casting leadheads and sinkers. The melting point of lead is 327 degrees centigrade, or 620 degrees fahrenheit, but for best results, higher temps (up to 700 degrees) are required for easier pouring. Electric melting pots maintain temperatures evenly and without difficulty, but when employing an iron pot over an open flame, it becomes a more tedious job. One simple method in testing the proper pouring temperature of an iron pot is to insert a wood splinter like the back end of a matchstick, or a wooden fireplace match into the molten lead for about 7 or 8 seconds. If it ignites within that time, the lead is ready to pour.

Casting of lead, whether it be from an electrical, or open flame pot must be in a well ventilated area at all times, away from other fixtures and especially moisture. Water and molten lead **do not mix**. Any trace of water or moisture accidentally dropped into a pot of molten lead causes it to "pop," or explode, spattering hot metal in all directions. All metal, when brought in from the cold outdoors will sweat or produce some amount of condensation and no matter how small, is sufficient to cause popping as it enters the molten lead. Lead tubing is the most dangerous culprit since moisture is often undetectable within the tube itself. The explosion here is not just a spattering, but more like a mortar, with a wad of hot lead shooting out. To defend against this, all tubing is first flattened, or better still, cut open prior to its insertion.

When pouring hot lead from any of the melting devices, protective gloves should be worn. Melted lead splatters easily and upon striking human flesh, causes third degree burns. Hot lead burns so fast that it is impossible to stop the severity of the injury and is extremely painful. If an injury of such nature does occur, the application of ice, applied directly onto the burn is the only means of temporary relief before seeking the attention of a physician.

There are a variety of molds available on today's market, but only a few support certain distinctive safety features. Long handles with protective coverings (wood or rubber), hinges which open and close easily, and sharply cut cavities that fit tight are the most important features to look for.

For better results, always prewarm a mold by pouring several samples and allow this to heat the mold; never do it over an open flame. This will cause damage to the mold itself. Preheating prevents wrinkles and air pockets, or rapid cooling of the castings.



Long handles protected by some type of insulation will help avoid any mishaps.

Pouring molten lead into cavities from a hand-held ladle must be done in a fine, steady stream. If not performed in this manner, it can result in lumping or an incomplete casting. Gravity-feed electric melting pots are the best and safest method of smelting solid lead. When using this type of pot, the mold must be held tight against the down-spout, filling each cavity quickly, thus preventing splattering, overflow, or flashing.

"Flashing" is a term for lead buildup, which can become a very frustrating problem. After a great deal of use, or utilizing impure lead for a long period, tiny specks of lead begin appearing within the mold's cavities or on the face plates. Small pockmarks on the finished products usually indicate flashing has occurred on the inside cavities themselves. However, if molten lead drips from the mold's bottom as it is poured, the problems stem from face plate flashing. Either way, it must be cleared for better results which is accomplished by scraping them off with a sharp knife.

Blackening a mold's forming cavities (and only the cavities) permits molten lead to flow freely into the forms. Blackening, or carboning as it is sometimes called, is done by holding it over the flame of a candle, match, or even a cigarette lighter. As the black coating wears off, the process is repeated again, ensuring perfect results and making flashing less apt to occur.

If you plan to dress up the jig heads with paint, do it immediately after they cool. Lead begins oxidizing within two days after solidifying. Under humid conditions, it transpires even quicker and coating becomes more difficult. Paint adheres better to freshly cast lead than if left for sometime. Priming freshly poured leadheads prevents oxidation and the jigs can be stored for a greater period of time without any effect.

Used scrap lead, such as plumbing and flashing, telephone and electrical sheathing are excellent soft leads and can primarily be found at a scrap metal yard. Harder scrap lead, like wheel weights, battery lead and printer's type, have a tendency to create problems in small cavity molds. This variety of lead, when melted, pours poorly and freezes quickly in the mold, causing unfinished and wrinkled castings. Battery lead, wheel weights and type metal contain from 9.0 to 15.0 percent antimony, a hardening agent placed into commercial lead (which is very soft) to make it rigid. The most favorable lead to use is either commercial pig lead, or cable sheathing, both of which contain no tin, or antimony. Plumber's solder, on the other hand, is the poorest, with only 67.0 percent lead, 33.0 percent tin and no antimony. Such castings do not have the proper heft as the mold indicates and is usually underweight. Therefore, more pure lead must be added.

Pouring leadhead jigs and sinkers can be enjoyable, with money saving benefits, but there are rules to be followed. Always be safety conscious first, or what was meant to be fun can turn into a costly hazard.

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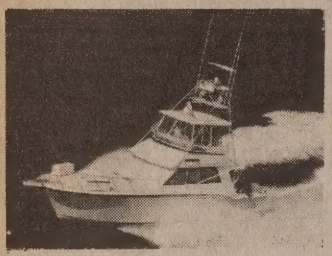

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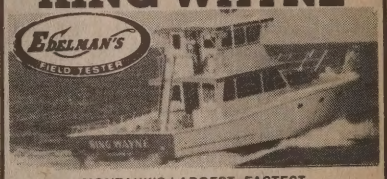

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East End Report

with Mrs. Lorry Mangan

Springlike weather prevailed on the weekend, bringing crowds of anglers out looking for cod or flounder. Cod catches at Montauk continue stable, although more pressure has been put on the fishery. Blackfish, some pretty large, are adding interest to the catch. Flounder seem to be on the move.

MONTAUK

Captain John DeMaio reports steady cod fishing. Best catch on the charter boat **Vivienne** last week took place on Tuesday's trip, when 138 cod were caught; however, a little mathematics determined that anglers averaged 55 cod per trip on four trips sailed last week. Captain John spoke of cod on all usual spring spots, with an occasional big blackfish taking clam bait to spice up the catch.

Stiff winds caused tough fishing conditions last Friday, but Captain Steve Forsberg did manage to find 100 codfish for 23 anglers at the CIA. Saturday's catch for a big crowd was about the same at Block Island under bright, sunny skies. However, on Sunday with overcast skies, 32 anglers found the fish willing to bite with 225 cod pulled over the rails of the **Viking Star**. Half the fish averaged 4 to 6 lbs., the rest 8 to 10 lbs., pool fish weighed 17 lbs. Regular John Robusi managed 17 cod.

Judy Schiano and Kathy Earlie with fluke taken last summer along Montauk's Gin Beach. Live snappers turned the trick.

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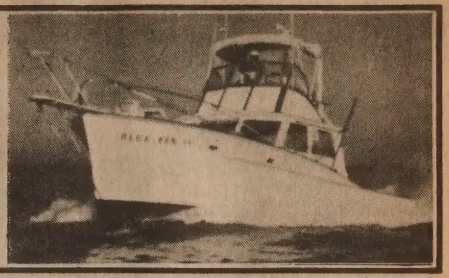

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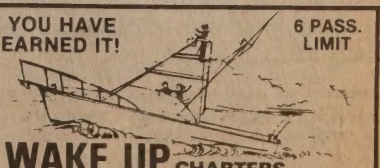

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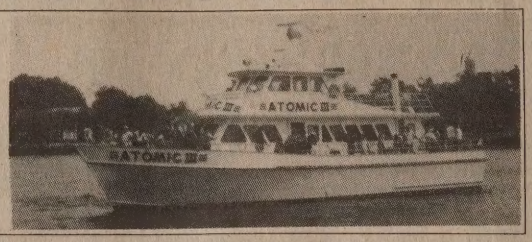

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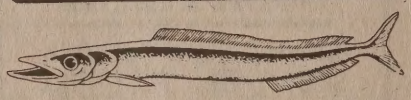

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Captain Charlie Martinez encountered very picky fishing on the CIA grounds on the weekend on the **Atomic III**, with only a few fish caught. Pool fish on Saturday weighed about 35 lbs.

A group from the North Shore Anglers Fishing Club, based in Port Jefferson, trailered the "Golden Penney V" to Montauk to try their luck. Club President, Jerry Guldenpfennig, with club members Howie Wenkelman, Butch Arsenault and Frank Hoffman managed 24 cod, ranging from 4 to 12 lbs., with an 8 lb. blackfish. All fish were caught on clam bait, with most action at Cartwrights.

Captain Michael Potts called to inform us that the **Bluefin IV** will be in the water this weekend. Codfish trips will start the end of the month. Call Captain Potts for charter information.

Anglers on the **King Wayne** encountered a slower pick of fish during the week, with an increasing number of blackfish each day. Last Monday's catch of 80 cod for 10 anglers included a 10 lb. blackfish caught at Cartwrights. The catch was better on Wednesday, when 10 anglers accounted for 120 cod, however, a 13 lb. blackfish took the pool. Even though Friday's windy weather caused tough fishing conditions, since 20 anglers managed only 60 cod, several big fish, including one of 38 and 32 lbs. were caught at the CIA grounds. Fred Shay managed 16 fish on Saturday's trip, at Block Island, where anglers endured a slow pick, counting 182 cod for 32 persons. Sunday's cod charter with the Moriches Anglers Fishing Club of Center Moriches turned into a blackfish trip. About 25 blackfish, several pushing the 10 lb. mark, were caught with 50 cod.

A charter on the **Lori-Jay**, led by Mayor Paul Daronco of Pelham, NY headed home early on Friday, since sea conditions were pretty bad. However, on Saturday, total catch on the charter boat was 30 cod, in a slow, steady pick.

Remember, although all Montauk open boats are planning to sail daily, it is necessary to call ahead for reservations to ensure a spot.

A few flounder were caught in Lake Montauk on the weekend. It might be prudent to try your luck on flounder while waiting for your cod boat to leave.

A total of 1500 cod were caught on the **Viking Starship's** first trip to Georges Banks, according to Captain Bill Urvalek. Good sea conditions prevailed throughout the trip, with a light drizzle on Sunday. While sizes were on the small side, pool fish, weighing about 30 lbs., was caught by Don Snow, Jr. of Carteret, NJ; second place went to Lawrence Boltar of Astoria, NY; Al Lastella of Ozone Park, managed 55 cod. Mattie, of Montauk, hooked into a 27 lb. wolffish. Captain Bill reported that almost all fish were caught on jigs. There are a few openings for the March 21st and March 25th trips. Call the **Viking** office for reservations.

SOUTH FORK

Mixed activity from the Shinnecock Canal on flounder, with reports ranging from 10 nice fish ranging from 3/4 to 1½ lbs. by Mel Gary on Wednesday, to 20 small fish, only 2 keepers reported by Don Cook on Tuesday. Bob Schumacher managed 1/2 pail of 10 inch or better flounder on Saturday. Seems to be a hit or miss proposition. Anglers reporting to Thom, at **Speck's Bait and Tackle** related that Tiana Bay is still quiet. Quogue area action seems to be best over at buoy 54. Explorations to the east, at Bouy 10 resulted in a catch of 5 nice flatties by Al "Capt. Seaweed" while more tommy cod than flounder were located at buoy 7A. Tommy cod ranged up to 2 lbs. in weight. Try a worm baited hook, tied about a foot above your flounder rig for these fish. Beginning this Friday, **Speck's** will be open until 9PM on Friday.

Anglers fishing the Westhampton area from shore related good results from the bulkhead near buoy 54, with catches of 15 to 20 flounder each, last Monday.

South Shore Report

with Fred Golofaro

Some encouraging news for flounder fans as the early run of fish has provided some pretty good action for Great South Bay boatmen. Several Captree open boat skippers described the fishing as the best start in at least

three years. News on other species remains sparse, with no confirmed white perch catches and only a couple of secondhand comments concerning cod.

For shore and pier fishermen, several areas produced flounder action for the first time this season on the weekend.

MORICHES BAY & INLET

Gary Grunseich at **Silly Lily Fishing Station** in East Moriches spoke of some good catches of flounder for his rental fleet on Saturday. Some anglers worked the Quogue Canal near buoy 54 and also near the second bridge. A couple of other rentals found decent action with bigger fish at buoy 47 in the open bay. Sunday's early rain and forecast resulted in no one turning out. Back to Saturday, Dom Sardone and Danny Watson worked the second bridge in the canal to the tune of 42 flatties.

Captain Ron Schluetter of the Moriches based **Alma Fleet** labelled the weekend as generally picky. Saturday's trip resulted in an early flurry at the Quogue Canal near the top of the tide. It was a real tough pick through the outgoing, however. A move to buoy 43 in the bay added some bigger fish to the catch with some mixed size fish picked up at buoy 23 to finish off the day. Sunday's fishing was pretty much a repeat of Saturday's. Ron reminded that the **Alma** will be sailing on a daily schedule beginning St. Patrick's Day.

GREAT SOUTH BAY/ FIRE ISLAND INLET

"Finally some action at the local docks," according to Paul Graniello at **J&J Tackle** in Patchogue. Both the Patchogue village dock and Bluepoint dock produced a few flatties this week on worms. Boatmen have racked up some nice scores south of Patchogue in the Watch Hill/Davis Park Channel. Ray Kline and his pal Richie opted for the Quogue Canal to do their floundering. They returned with 40 fish taken on mussels and worms.

At **J&R Sports Center** in Oakdale Dave Canale spoke of some good flounder catches made from Heckscher east to Sayville. He looked over a catch of 42 fish made by two guys who failed to leave their name. The pair worked the Heckscher flats with worms and clam.

Curt Delano of **Islander Canvas Bait and Tackle** in Oakdale had a couple of customers report on their flounder activity. On Friday, Tom VanZant worked the Heckscher flats for a shor time in the afternoon and managed a

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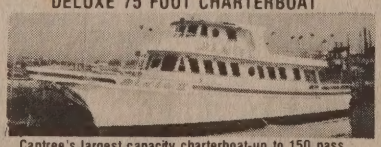

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dozen flatties to 1¼ lbs. on sand worms and mussel chum. Jim Rice opted for Heckscher on Saturday where he totaled 18 flatties. He kept only 8 that ranged between 1¼ and 1½ lbs. Lou Vitrano worked east off Sayville on Saturday and kept 5 out of 11 flatties. Curt asked that we remind customers that the shop is finally shipshape and they are now open 7 days a week.

Captain Neil Delanoy, skipper of the Bay Shore based open boat **Laura Lee** spoke of an excellent start to the spring flattie season. He called it the best start in four years. Fares enjoyed good to excellent fishing during the week and on the weekend with most of the fish ranging from 3/4 to 1¼ lbs. Working from Heckscher to Patchogue on Saturday and Sunday, Neil figured his fares accounted for well over 700 flounder. On Sunday, one of the "worst fisherman on board" Warren Delanoy (Neil's dad) was able to bag 23 flatties.

Bobby Sprenger, **Captree Bait and Tackle** reported a few flounder taken from the Captree Overlook Pier on Saturday and several more on Sunday. On Sunday, Ed Olsen of Deer Park used bloodworms to take a trio of flatties weighing 1, 1.7 and 1.11 lbs. A lot of customers reported good catches made aboard the open boats Thursday through Sunday. Bill Edgett stopped to weigh a 2.8 lb. flattie. It was one of 12 that he took at the Quogue Canal on Saturday.

Captain Ed Laske of the Captree charter boat **Dixie** reminded that he is all set and ready to go for the season. He asked us to let customers know that he still has April 9th and 10th available for 35 man minimum charters. These are the dates for the upcoming Captree Flounder Derby.

Captain Charlie Kennedy of the Captree open boat **Captain Joseph II** labeled the flounder fishing as pretty decent on both Saturday and Sunday. Working from Sayville to Patchogue, Charlie reported that lots of fares scored with 10 to 15 fish apiece, with Saturday's high hook at 19 and Sunday's at 25. most of the fish are nice, with very few throwbacks and Charlie noted that the spring fishing is off to a much better start than the past few years.

Captain Carl Passaro of the **Miss Captree** also credited the fishing with one of the best starts in recent years. He called it good action all week with fares averaging 10 to 15 flatties apiece. Saturday saw 27 fares account for 400 plus flatties opposite Patchogue and Blue Point. On Sunday, only 7 fares showed up due to the morning's rain and they were well rewarded as they accounted for 225 flatties. Andy DiGiovani put away 33 flatties. Marie and Pete Polgar teamed to take 32 fish. Fishing was done near the Cherry Grove bar and according to Carl, the fish were generally larger than on Saturday. Bob and Anita Gauke fished three separate trips this week and filled a bucket each time. Both mussels and

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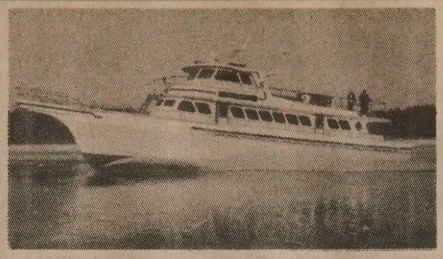

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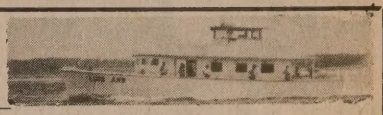

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Babylon John Gattuso reported a catch of 40 flatties to 2 lbs. imported from Quogue Canal by Joe Lennartz and "Click" Eastman. They fished the canal back on Tuesday with mussels and clams and chummed heavily. Locally, Captain Ray Natuno of the Babylon charter boat **Cindi Ann** corraled a nice mess of flatties to 1½ lbs. fishing east of Heckscher on Saturday. John had no word of any local dock activity, but did know that Bruce Morabito connected with a pair of short stripers while looking for white perch from the Bergen Point Shore on Wednesday.

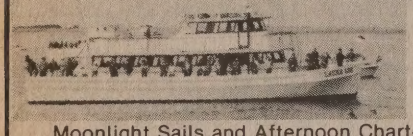
At **Charlie's Bait and Tackle** in Lindenhurst, Penny Schaefer told of lots of flounder activity this weekend, though not too many people reported back. She did hear of some decent catches made in the State Channel near Amityville and also out east opposite Heckscher and Sayville.

Across the street at **Lindenhurst Bait and Tackle,** Mike Andreani reported hearing talk of a lot of small cod on the wrecks south of Fire Island and Moriches. For shore casters, a few flounder still being taken in John Burns Park and also at the Jones Beach Piers. Boatmen enjoyed some decent flounder action this week in th eAmity Cut and also at Squaw Island. Good reports filtering in from the east ern reaches of Great South Bay. No news at all on white perch locally or from the Connetquot.

Bob Rose, speaking from **Bob's Bait and Tackle** in Amity Harbor reported a good catch of flatties for Dick Kissel on Saturday. Dick christened his new 23 foot Mako, The Keeper with 25 flatties to 2 lbs. taken from the Amity Cut. During the week, Mickey Valentine put a dozen flounder into the box at Squaw Island, while aboard his Escape Hatch.

From **Edelman's** in Farmingdale, Frank Pristera spoke of some very

BAY SHORE



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clams had accounted for the bulk of the fish according to Carl. He added that the ebb tide seemed to have an edge this week.

Captain Richie Leitch of the Captree open boat **Captain Leitch IV** is now sailing daily at 8AM. Richie's son Rich will again be sharing the wheelhouse and deck as he did last season and both are looking forward to a good spring season based on the finje early start.

Captain Gordon Roman of the open boat **Captree Queen** kicked off the flounder season this past weekend and described it as the best start in several years. Gordon noted that the fish are spread over a large area, with most of his fishing done from East Channel east to Sayville. Both Saturday and Sunday produced similar results with 20 fares each day accounting for 200 to 250 flounder. Many anglers put away a dozen fish apiece. The boat is sailing daily at 7AM.

Captain Marty of the Captree open boat **Jib VII** labeled it a good week with most fares putting away 10 to 15 flatties apiece and high hooks in the 20s. Marty has been working from Heckscher Park east to Patchogue.

Aboard the half day **Jib VI**, Captain Joe VanDerveldt reported a catch of 150 flatties for 30 fares on Sunday's PM trip. The Jib VII is sailing at 8AM and 1PM daily.

Over at **Augie's Tackle Shop** in

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	7:00	7:25	7:50	8:10	7:35	8:00	8:25	8:50	10:40	11:05	10:20	10:45	6:50	7:10	3/17
FRI.	7:45	8:10	8:35	8:55	8:20	8:45	9:20	9:35	11:30	11:50	11:10	11:30	7:40	8:00	3/18
SAT.	8:30	8:55	9:20	9:45	9:10	9:35	10:05	10:25	—	12:15	—	12:05	8:25	8:45	3/19
SUN.	9:20	9:40	10:10	10:30	10:00	10:25	10:55	11:15	12:30	1:05	12:15	12:45	9:10	9:35	3/20
MON.	10:05	10:30	10:55	11:20	10:50	11:15	11:45	—	1:20	1:55	1:05	1:35	10:00	10:25	3/21
TUES.	10:55	11:15	11:40	—	11:40	—	12:05	12:40	2:05	2:45	1:55	2:25	10:45	11:15	3/22
WED.	11:45	—	12:05	12:30	12:05	12:35	1:00	1:35	3:00	3:50	2:50	3:25	11:40	—	3/23
THURS.	12:05	12:40	1:00	1:30	12:55	1:35	2:00	2:40	4:05	5:05	3:45	4:20	12:10	12:40	3/24

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	-0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 3/17	6:09	6:09
FRI. 3/18	6:07	6:10
SAT. 3/19	6:05	6:11
SUN. 3/20	6:03	6:12
MON. 3/21	6:02	6:13
TUE. 3/22	6:00	5:14
WED. 3/23	5:59	6:15

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 3/17	5:50AM	5:50PM
FRI. 3/18	6:15AM	7:05PM
SAT. 3/19	6:35AM	8:20PM
SUN. 3/20	7:05AM	9:35PM
MON. 3/21	7:35AM	10:50PM
TUE. 3/22	8:10AM	—
WED. 3/23	8:50AM	12:05AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
3/18	3/25	4/2	4/9

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	4:05	**10:10**	4:20	**10:35**
Fri.	4:50	**11:00**	5:10	**11:25**
Sat.	5:40	**11:50**	6:00	—
Sun.	6:30	**12:20**	7:05	**12:50**
Mon.	7:30	**1:20**	8:00	**1:45**
Tues.	8:25	**2:15**	8:55	**2:40**
Wed.	9:25	**3:15**	9:55	**3:40**
Thurs.	10:20	**4:10**	10:55	**4:35**

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good early flounder action this week. One customer put away 30 flatties in Massapequa Cove on Saturday. Other boatmen reported nice catches from the State Channel near Amityville and Fox Creek. Several customers also reported doing well this week in the Quogue Canal. Others reported slow fishing at the Shinnecock Canal on Sunday. Rick Hines checked in with a 32 lb. cod which was taken from a Captree charter boat last week.

West End Report

with Stu Miller

As we begin advancing into some springlike weather, more and more is being heard from flounder pounders. Catches are up with more boats now out and more anglers getting into the old groove. On the outside, mixed catches of cod, blacks and ling are being had, with this year's codfishing coming along very nicely.

WEST END BAYS/ JONES INLET

Mike at **Causeway Bait and Tackle** in Wantagh told of the fair to good flounder catches customers had on the weekend, anywhere from 6 to 20 fish a boat, with best results in Massapequa Cover, Fort Neck Point and Jones Inlet along with good weekday fishing in Middle Bay in Baldwin. Mussels work best along with heavy chumming all around high water. Bob Mannino and Bob Murray on Saturday boated 30 nice flatties to 1½ lbs. fishing mussels in the Massapequa area. Nice catches of herring inside in Reynolds and State Channels.

Out of Freeport, skipper Mike Danon of the Captain Lou Fleet said that the flounder fishing has gotten off to a very good start, with both his full and half day boats fishing Saturday and Sunday. The full day boat had nearly 400 nice flounder Saturday going up to 2½ lbs. Regular Young Kim was high hook with 28 and there were many doubles and one triple. Sunday's trip was very good also, said Mike with high hook in the 20s and fish again to 2½ lbs. All action has been local. Saturday on the half day boat, Charlie Brower stayed on for both trips, taking 33 good flatties while on Sunday, Joe Jeffonski bagged 20 fish in the AM. Ziggy Jagner was high hook on this AM trip with 21 flounder. The water is very clean, said Mike and the flounder are showing all over the bay very nicely

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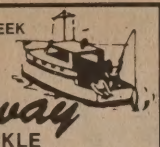

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and it looks like a very good spring flounder season coming.

The Freeport based open boat **Jennifer B** will begin sailing two trips daily for flounder this Saturday. Captain Frank reports the finishing touches have just been applied and the boat is ready to go for the season.

Captain Jim Krug of the charter boat **Persuader** sailed Saturday along with Mike Barnett, loading up with 75 flounder from 3/4 to 2 lbs. along with a bucket of herring, fishing in Jones Inlet and also in the back. Sunday's charter for Tom Fregmen and pals totaled 60 flatties in the AM and blackfish to 5 lbs. on clam over a wreck in the afternoon. Jim said it looks like the flounder are ready to bust loose.

We learn from Ron Sr. at **Sea Isle Sports** that the State Channel east of Zachs Bay yielded nice flounder catches this past week with good numbers, fish running 1½ to 2 lbs., best action last of the ebb on mussels, clam and worm.

Over in Point Lookout, Captain Bill Lindroth who has been running the **Captain Al** told of Saturday's catch of 35 cod. Sunday's total was 39 cod with high hook honors going to Danny Doyle of Howard Beach with nine fish, doing his thing in the bow. Fish have been running 5 to 12 lbs. and most action has been on wrecks and rocky bottom. Sunday's catch was considered very decent, considering the big swell.

Captain Ron of the **Miss Point Lookout II** said Friday's first trips of the season were excellent, the best season's start ever. Most trips have seen high hooks in the teens with fish of very nice size. Friday Roger had 13, Fred 11 and Brian Blount of Roosevelt with a 2¼ and 2½ lb. flattie, taking the pool. Saturday's AM trip had Manny Ruiz with a 2 lb. 9 oz. flounder. In the PM, Al and Rose took

Donnie Oellerign and Shawn Gleason with a couple of the 18 blues they caught at Cholera on September 3rd. Subscriber photo.

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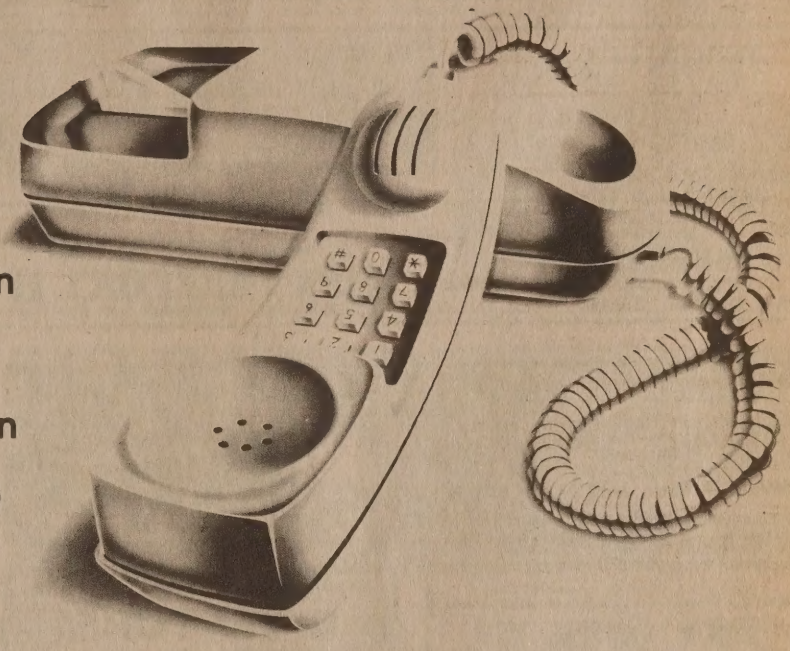

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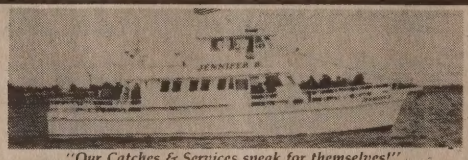

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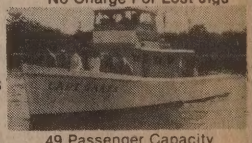

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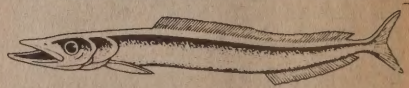

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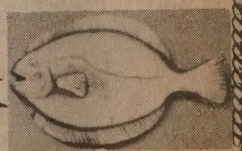

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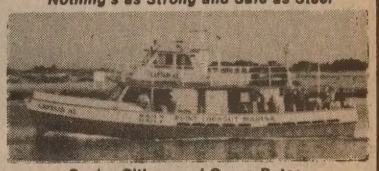

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the pool with a 2¼ lber., while Ed and his daughter from College Point put away 26 fish. Action was local, best on the changes of tide on clam and mussel.

We hear from Captain Dennis of the open boat **Night Hawk** that he will be starting his two trip a day schedule on Thursday, March 24th. Right now the boat is still receiving its yearly spring maintenance and freshening up. Dennis says he expects a strong flounder spring.

The word from **Beckmann's Tackle** in Lynbrook is of fair to good floundering for customers off the Jones Beach Piers. Charlie also knew of a lot of his customers fishing off the Magnolia Blvd. pier in Long Beach, taking decent hauls of herring on mackerel trees.

NEW YORK BIGHT

A call from the charter boat **Jaalee One** out of Howard Beach told of charters Friday and Saturday for the Jorel group and the Stogniew party. Customers averaged 15 nice flounder a man on both these days, fish going from 1 lb. to 1¾ lbs. This has been on mussels with lots of clam chum. Areas worked have been Silver Hole and the Floyd Bennett area and Jack said the fish are covered with mud.

Info came in from Vince Badame that the entrance to Mill Basin (north from Floyd Bennett field) yielded a dozen good flounder to buddy Jake and himself on mussels. Further back inside Jamaica Bay, the Cross Bay bridges have been giving up quality size flounder to the bridge fishing crowd. Mussel bait and mussel chum are accounting for pound plus flatties for bridge fishermen to the tune of 3 to 10 per angler. Vinnie says most of the flounder taken aren't as thin as one would expect for this early in the season.

Captain Joe of the **Helen II** out of Sheepshead Bay has been having good mixed catches of blackfish, cod and ling. Saturday's catch consisted mostly of half a hundred codfish, while Sunday's results were mostly blackfish plus a catch of about 20 cod. Please note that in addition to the daily trips, the boat is also sailing Friday and Saturday nights at 5PM to midnight for ling and whiting.

Aboard the **Zephyr V** this week, Captain Butch told of fair to good blackfishing during the week. One day 12 fares accounted for a nice catch of blacks, plus 25 decent school cod. Saturday's catch consisted of blackfish and large ling, while Sunday's results were strong on ling and blacks to 8 lbs. Butch said the fishing seems to be building each day.

A call came in from Captain Tom Palladino of the **Elsie K III** who asked us to tell you that he will be starting sailing for flounder daily on Saturday, March 19th. The brand new 82 foot **Elsie-K Princess** was launched March 7th and will be up very soon from the builder with the new boat taking over the full day trips and the present Elsie K III will be shifting duties to two half day trips daily.

The Wee Willie report out of **Mike's Tackle** across from the fleet told of good consistent catches this week of blackfish, cod and flounder. The 17 Fathom Bank gave up an 11 lb. blackfish to Sporty fishing on the Pilot and also a 27 lb. cod to Mr. K. Hristeas fishing on the Holiday, which had 80 fish over the weekend. Another flounder boat had averages of 20 to 30 flatties a man fishing the Navesink

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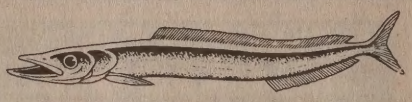

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THE Fisherman

and there were some small flounder taken off Pier 9 in Sheepshead Bay.

Captain Mark of the **Friendship** says that he will probably start the season's fishing on Saturday, March 19th. In the meantime he is installing brand new engines. Mark advises that you call first. See ad for details.

North Shore Report

with Mrs. Lorry Mangan

At the time of writing just about every tackle shop and bait station in the reports had stocked worms and frozen chum. A few shops already had mussels or fresh skimmers as well. Reports continue to be second and third hand for the most part, but some details should be forthcoming from the first party boats that sail from the Western Sound and Port Jefferson this coming weekend.

WESTERN SOUND

Jack Rumpf at **Jack's Bait and Tackle** on City Island said that a few flounder were taken by shoreline anglers along the Orchard Beach Lagoon, but that there were no private craft in the water yet. Bait sales were brisk. Both the **Glen Cove Sport Shop** and **John's Gun and Tackle** in New Rochelle had pretty much the same story.

The first area boat sailing this week should be Carl Giangrande's **Reliable** on Pier One at the World's Fair Marina. Giangrande will be casting off his lines at 7:30AM on St. Patrick's Day, Thursday. The **Apache** and the **North Star** are scheduled to start from City Island on Saturday, March 19th. However, Betty Anderson told us that there was a small possibility that the last minute painting on the North Star would be completed early and that a decision might be made to fish on Thursday. If so, it would appear in the newspapers on Wednesday.

NORTH SHORE MID-ISLAND

George Valentine at **Four Winds** suggested that early flounder seekers try Huntington Harbor, Lloyds Harbor and the Mill Dam at Centerport. Reports just have not been forthcoming, indicating that most of the bait buyers were probably getting more fresh air than flatfish. Bass action on

school fish for catch and release continues at the Northport power plant and at Crab Meadow. Best lures are 4½ inch jointed Rebels and small 1/4 oz. white bucktails. Bob Cedar at **Huntington Prop** told us that a few private boats fishing Huntington Harbor took a few small flounder, but Tom Bowman at **Bowman's** in Northport spotted a 14 incher in a catch of 3 flounder last Sunday.

Warren's Archery and Tackle in Selden saw most of the store's customers heading for East Quogue and the Shinnecock Canal, and Stan Hentschel at the **Rocky Point Fishing Stop** liked the catches from Moriches Bay as well. Except for a rumor that some flounder skeletons were found on a cleaning table in Wading River, there was virtually no news from the Sound. Ralph Davenport at **Ralph's Fishing Station** in Mount Sinai was just working on the livery boats now and anticipates reports from a few marina boats by month's end.

John Alberda of **Sound Charters** plans to do some exploring in the first week of April; his charters are booked on the second and third weeks. Roy Cash will be taking his first shot at Sound flounder with the **Port Jeff Ace** this coming Saturday at 8AM.

More news on the L.I. Sound codfish trip. Because of the tremendous interest in the exploratory trip for codfish, a second trip has been added. Trips have been scheduled for both Saturday and Sunday, March 26th and 27th on the **Capt. Bob II**. Reservations are absolutely necessary. If you're interested in joining this group of fishing pioneers, call Lorry Mangan at (516) 928-1347 for reservations and details.

Captain Bob Ceglowski is looking for a full time mate to work on the new **Capt. Bob II**. Work schedule will be Monday through Fridays, no nights of weekends. Call him at (516) 924-9256 for more information.

NORTH FORK

Phil Loria at **Captain Marty's** in New Suffolk had a lone prospector, Dom DeRaineri, take a shot at Nassau Point, the South Race and Rose's Grove on Saturday, The result was one fish of 1½ lbs. from the South Race. Loria has a few boats ready and some reservations on the books for next weekend. That was the only confirmed flounder report from the area. Bill Stamatis at **Warren's Tackle Center** in Aquebogue told us that all their customers were fishing the South Fork. Ruth White of the **A.P. White Bait Shop** in Greenport just returned from a winter holiday in Arizona and Florida. She'll be setting up for the April 1 weekend and contacting captains this week for updated bookings. Some local boats should be scouting the waters right now.

John Rainis of the **Sea Star** in Sterling Harbor hopes to start on

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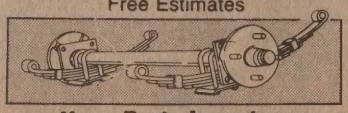

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April 1. He told us that the season's first meeting of the **North Fork Boatmen's Association** was held on Sunday night, so the picture of who's sailing when ought to be a bit more clear this week. Dave Brennan of the **Peconic Star II** is also looking at the Easter weekend for his maiden voyage. The big boat is now in a Sterling Harbor berth, and Brennan wants to be ready to sail on Holy Thursday or Good Friday. The current question is "from where?" The Peconic Star II could wind up at Mitchell's again, at the Railroad Dock or even in Sterling Harbor. Keep posted for details.

Maureen Caraftis told us that **Charlie's Mattituck Fishing Station** will most likely open up by April 15. Although there are already shoreline anglers lined up on the docks, the skiff fishing on the Sound generally doesn't come to life much before April gets well under way.

Freshwater Report

with Tom Schlichter

Fair trout fishing, big bass, a smattering of pickerel and panfish, and some good sized carp highlight this week's freshwater report. As one might expect early in the season, angler success has been varied. So far, trout action has proved most consistent but bass, while not plentiful, are off to a solid start in the size department.

From Mike at **Causeway Bait and Tackle, Wantagh**, we learned that crappie are still the best bet for anglers working South Twin Lake. Most of the fish are falling for small, live killies when anglers can get them, but spikes, small spinners and even 4 inch rigged Creme worms are scoring, too. Little news on the bass scene but pickerel fishing is under way. One angler worked South Twin Lake with white spinnerbaits to nail a pair of the latter species; both were 19" long. Carp action in the Mill Pond has produced fish of mixed sizes from 3 to 20 lbs., mostly in the southwest corner.

A call to Don at **Garan's Tackle** in **Merrick**, revealed anglers taking some nice carp in the Wantagh Twin Lakes. One of those in on the action was Pat Lopiccolo who had fish to 20 lbs. on store-bought carp bait. Out east, Mike Feneth put in a little time and was rewarded with five largemouth bass to 3 lbs. Carp feeding well in the Twin Lakes. A few anglers have also mentioned taking trout at Bubbles Falls on the Connetquot River.

At **Edelman's Sporting Goods** in **Centereach**, Fred Laager had a little

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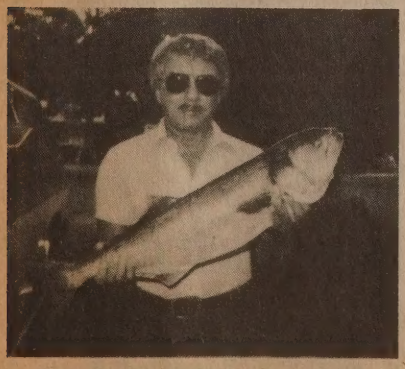

Dick Christ used a 1 oz. Gibbs Polaris to take this 15½ lb. blue from the beach in Rocky Point. Photo courtesy of Rocky Point Fishing Stop.

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news to pass on. Last weekend, Tom Metzer used a purple twister tail grub to take a 3.1 lb. bass at Smithtown Mill Pond. Meanwhile, fishing in the Nissequogue off Thatch Rd., Paul Mosey of Smithtown clicked with a 1.5 lb. brown trout.

Over at **Lindenhurst Bait and Tackle**, Mike Andreani reports Southard's Pond still producing for "Big Y" and Mike Biccio. Fishing with night crawlers this week, these friends teamed up to take 15 yellow perch and a 13" brook trout. Mike added that he has heard rumors of carp at Argyle Lake.

Across the street at **Charlie's Bait and Tackle, Lindenhurst**, Jim Bruford checked in a 17" rainbow taken over the weekend on a dough ball dropped at Bubbles Falls. A second angler stopped by the shop and mentioned he had caught a nice sized gizzard shad, but did not say where the fish was taken.

Over at **J&R Sports Center, Oakdale**, Phil Briggs knew of a couple of nice trout taken over the weekend. On Monday, one angler weighed in a 1.9 lb. rainbow taken at Bubbles Falls where apparently quite a few nice fish have surrendered in recent days. Inside Connetquot River State Park Preserve, Mike Madder took a mess of trout to 4 lbs. on ribbed hare's ear nymphs. Most of the fish, including the big one, were rainbows.

At **J&J Bait and Tackle, Patchogue**, Paul informed us that the catch of the week had to be the 24" largemouth bass caught and released in Patchogue Lake by Rick Kenehan. Rick took the lunker his largest bass ever, on a night crawler. Otherwise, bass and pickerel fishing has been hit or miss. A couple of trout and white perch had been reported feeding in the tidal creeks, but that fishing seems to have died out before we went to press.

On the opposite side of the Island, at **Rocky Point Bait and Tackle**, Stan informed us that most of his freshwater customers have been hiking over to Bubbles Falls. John Paduano fished there over the weekend and took trout of 13 and 15 inches.

On Sunday afternoon, Mrs. Devlin of the **Fisherman's Deli** gave a call to tell us about a 6.11 lb. largemouth bass taken in Forge Pond by Bassmaster Eric Fieldstat. Eric took this hawg on a jig and pig and also took first place in the Bassmaster Tournament he was participating in. Last Monday, John Lancos of Brooklyn stopped out for the day and managed an 11" bass and 22" pickerel on night crawler baits. On Thursday last, Pat "Spike" MacNamara gave Swan Lake in Manorville a shot and was rewarded with a 5.75 lb. bass which he released.

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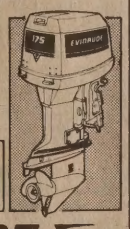

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4-$459; 6-$611; 8-$711; 9.9-$959; 48-$1948; 88-$2799; 110-$2999; 140-$3799; 225-$4699. SEA-LAND MARINE, 48 Merrick Rd., Amity Harbor, NY 11701; 516-842-1242. FOB/WI. Ship anywhere.

LUHRS 340—offers more standard features than any other Sportfisherman in her class, incl. the welded aluminum tower, compl. w/console. In stock along w/290 & 342. Also dealers for Sportcraft, Chris Craft, OMC Sea Drive; OMC Stern Drive; Johnson; Mercruiser. SPELLMAN'S MARINE, 1708 North Hwy, Southampton, NY 11968; 516-283-7907.

Al Ristori's 1984 MAKO 25 Sheri Berri. Powered by twin 1987 Evinrude 140 hp. Salt Shaker T-top & instrument box. Prattworks fight chair in bow. Sold ready to fish or w/out motors, electronics, downriggers, outriggers, etc. Berthed in Pt. Pleasant. 201-223-5729.

1986 VIKING Sportfisherman 35', twin Turbo Cats, tower. State-of-the-art electronics. Fight chair, Avon life raft. $145,000. Call for details, Eves: 914-769-7107.

CHRYSLER PARTS. Converting boat from gas to diesel. Brand new & cared for parts at well below original cost. 2 Carter carburetors new. 2 Carter carburetors, rebuilt. RH & LH starters, alternators, SW & FW pumps. Misc. other parts. M-F 9:30-6: 212-696-1300. Wknds: 516-324-8023. Walter.

SHAMROCK KEEL DRIVE I/Bs 17', 20' & 26'. Rampage Sportfisherman, 24-28'-31'-40' I/B. SOUTH SHORE BOATS, 516-288-2400; 516-378-3200.

1984 17' PROLINE center console, 70 hp Yamaha. Galv. trailer. All in mint cond. $6800. Eves after 6PM: 516-589-6599.

BERTRAM 31' 1980. 400 hrs. Twin Cummins 504s. Radar, Loran, VHF & CB. Canyon ready & loaded w/extras. Call for info. $79,500. 516-586-7378.

1984 PRIVATEER 21', 125 hp Volvo I/O. Low hrs. 1986 Cox Tandem trailer. $9500. 718-327-5752.

16' MIRROCRAFT, 40 hp Evinrude, Galv. trailer. Rigged to fish. Ask: $2500. After 5PM: 516-273-0485.

1973 WINNER, 25' Sportfisherman, 302 I/O. Flybridge, head, full canvas. Bimini top. Sleeps 4. Depthfinder. $6400. Mitch: 516-472-9816.

EVINRUDE

WE'LL BEAT ANY DEALER'S advertised price: and service it, too! AL GROVER'S, Freeport, 516-378-0510.

1981 GRADY WHITE 204C Overniter. 175 hp Evinrude w/SST prop. 1981 Shoreline trailer, w/bearing buddies & power winch. All mint cond. Boat incl. custom canvas, SW washdown, windlass, new dual batt., VHF, Lowrance X15 recorder. $14,500. Days: 718-493-3881. Eves: 718-743-6460. Irving.

1970 25' LUHRS 225 hp Chry. 2 VHF radios, new prop. New power winch. Heavy duty fiberglass hull, mahogany cabin. Perfect for fishing. Good running cond. $6000. 212-355-2758/252-2647.

AQUASPORT 24' 302 Merc. & I/O. Rebuilt '87. New risers & manifolds '87. Cust. T-top, canvases, fishing chair. Micro. Loran, King VHF. Apelco recorder, outriggers. Extras. $12,500. 516-226-5924.

1972 LUHRS 32' F/G, T318 FWC 1985. Documented. Clean; loaded. $25,000 Neg. Mess. or Eves: 543-7725.

1984 12' SEARS Fiberglass Game Fisher 1980 7.5 hp Johnson. Trailer. $950. 718-352-6690.

AQUASPORT, Boston Whaler, Grady White, Mako, Pro-line, Robabo, Wellcraft, etc. New & used. Buy smart. We've located the best buys. Marine Network, 305-344-9819.

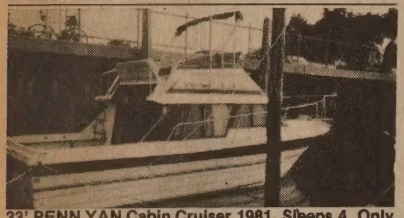
MAKO
EGG HARBOR
FORMULA
★WHOLESALE★ RETAIL ★ EXPORT ★ WHOLESALE ★ RETAIL
AL GROVER'S MAKO BOATS • (516) 379-7100 MAJESTIC MARINE • (516) 546-BOAT

CHRIS CRAFT 307K engine w/direct drive trans. 1972. Ran when removed. Good for parts. $325. 516-226-7587.

FOR SALE
1969 55 hp Johnson-$675; 1977 140 hp Johnson-$1800. Excl. running condition. 516-588-8024.

AQUASPORT 1982 19' 6" Center console 1983 Merc. 90 hp. T-top. Immaculate. Transom splash board keeps following seas out. Galv. EZ-Loader trailer. Original owner. $8800. Eves: 516-587-1841.

1982 GRADY WHITE Bahamas 222. Like new. 235 hp OMC Sea drive. Low hrs. Many extras. $16,500. 516-754-2262.



33' PENN YAN Cabin Cruiser 1981. Sleeps 4. Only 225 hrs. 12' beam, draft only 22", twin 225 hp FWC Mercruisers tunnel drives, fly bridge, hot/cold water pressure, shower, washdown pump. Trim tabs, depth finder, VHF, CB radio, Loran, generator. Full galley, large cockpit, dual controls. Windlass anchor, swim platform, rod holders, stereo, intercom, hailer. Bimini top, Bow pulpit. Dockside power, full canvas, Electra/San CG approved head. Halon fire ext. Large salon. 2-boat owner. Must sell. $49,000 or B/O. 516-922-0170.

33' CONCORD Sportfisherman glass, T350. Low hrs. FWC, 220 gal. monel. Sacrifice. $31,000. 516-546-6253.

22' CRUISERS Barnegat 350 OMC. Full canvas. Tandem trailer. Very clean. $10,500 or Best. 516-546-6253.

1982 SEA HAWK 16' Fiberglass CC, 1986 30 hp Evinrude elec. start, oil injected. Low hrs. 2-yr. warranty, 1987 Galv. Highlander trailer. Rod holders, removable fish box. Much more. Mint cond. Ask: $4200. 718-457-0572.

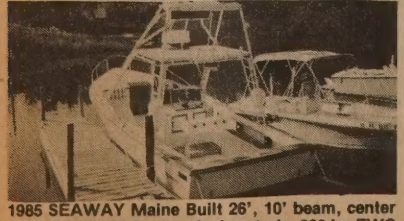
24' PRIVATEER
LENGTH 24' 5" BEAM 9' 1"
PORT OF EGYPT, Southold, 516-765-2445

1983 JC 31' Sportfisherman, V6 71TI Detroit diesel, 23 MPH cruise. 3-station steering, fish hole. Fully equip. With or without electronics. Upper $70,000s. 203-838-0503.

GRADY WHITE 1984 22' Seafarer Walkaround, 185 hp & 15 hp Johnson O/Bs. 110 hrs. Custom canvas, SW washdown. New dual batt., VHF, Lowrance X15 recorder, Raytheon 550 Loran. Top cond. None better. $22,500. After 5PM: 516-421-9401.

22' NORTH AMERICAN. Good glass hull for commercial or pleasure fishing. 1986 200 hp Black Max Mercury O/B-used only 2 months. Si-Tex Loran, 2 Furuno recorders, VHF radio. Ask: $8000. Jason: 516-668-3763.

1984 BOSTON WHALER 17' Montauk, 1988 90 hp Merc. 20 hrs. Trailer, 1987 electronics. Loaded. Boat & accessories extra mint. Ask: $13,500. Days: 516-FR 8-0908. Eves ? Wknds: 516-665-5698.



1985 SEAWAY Maine Built 26', 10' beam, center console, Atlantic tower, dual controls, 260 hp FWC I/B. Full keel, radar, Lorans, temp. Custom lockers. Rigged to fish. Mint. Loaded. Must see. $47,000. 516-766-3347.

GRADY WHITES
1979 Grady White Chesapeake 21' 2", 260 hp, OMC I/O-$11,800
1974 Grady White Sportsman 19' 1", 1975 85 hp Johnson-$4750
1981 Grady White 204 Fisherman 20' 4" 82 140 hp. Loaded-$8900. Like new.
1978 Grady White 204C W/A cuddy, 83 150 hp. Loaded. Like new-$12,950.

PRIVATEERS
1984 Privateer 18' Closed Bow, 1984 Johnson 60 hp-$6950
1985 Leftover Privateer 18' Bay Prowler FWC 130 hp BMW-$9900
1979 Privateer Roamer 20' 2" center console w/new Johnson 120 hp-$8995
1983 Privateer 21' 6" center console Volvo I/O 125 hp-$11,500
1985 21' 6" Privateer center console, 140 hp loop Johnson w/Johnson kicker, T-top, pulpit, r/hs & outriggers, Loran, VHF, graph D/F, sprayhood coolers, etc. Warranty. Inquire. Details: 718-327-3088

OTHER USED BOATS
1973 Marquis Caribbean 18' 9", 1973 115 hp Johnson-$3995
1985 Pro-Line 20' 6" center console. Springfield bracket. Closed transom 140 hp Evinrude 1+2 extend protection to 89. Loaded boat. Inquire
1979 Stricker 26' Volvo TAMD 40, radar, Loran, VHF, Si-Tex paper rec. W/L Helm chair, King 4060 color video DF, T-top. Inquire

EDDIE'S MARINE SERVICE CORP., 210 Bch. 2nd St., Lawrence, NY 11691; 718-327-3168.

Alura 30

SPORTFISH Cruiser 30' by Luhrs. Full keel design. 6' 4" cabin w/galley & head. Huge cockpit. Introductory special $41,350 w/240 hp. FOB. SOUTH SHORE BOATS, 516-288-2400; 516-378-3200.

1986 ALBIN Sport 27, Large cockpit, head, galley, dinette. Sleeps 3. 100 hp diesel, cruise 11-12 kt. Very economical. Radar, Loran, color video, 5" recorder, temp. gauge, 2VHFs. Ask: $42,500. 914-423-3595.

AQUASPORT 246 CCP 1981. Bought new in 1983. Like new & loaded. 225 hp Merc O/B. Low hrs. Icom M80, Lowrance chart recorder, depth finder, compass, dual batt., live well. Custom T-top. Custom canvas. Outriggers; plus many extras. $14,900. 212-549-3700. Eves: 914-779-2396. Ask for Matt.

13' SUNFISH, new sail, mast, daggerboard & rudder. $600. 516-698-7981.

1986 AQUASPORT 270 Sportfisherman. Loaded, tower to chair. Low hrs. on twin 230 FWC Mercruisers. Replacement $80,000+. For Sale: $63,500. Eves: 516-283-6150.

28' BERTRAM S/F
Fully equip., twin 8.2L Detroit diesels, Lee riggers, fight chair, S/S gin pole. Fishing rigged. Trim tabs, custom interior. All electronics incl. depth recorder, SW temp, hailer, speed/log & loran. Full encl. Excl. cond. Economical & fast boat. SW wash, tackle locker, halon, refrig., microwave. Day: 914-225-4242. PM: 914-225-4641.

1974 21' CRUISERS 1984 155 hp Evinrude w/SSP. Galv. tandem trlr. Full camper canvas, Porta-Potti. $6950. 914-358-3231.

JORGENSEN Skiff, 27', 225 hp FWC. Loran, VHF, CB. Offshore equip. Ask: $4500. 516-581-4560.

1976 AQUASPORT 17' Center Console, 1984 90 hp Mercury, power trim & tilt, SS Prop, 1985 7½ hp Merc. Aux. Cox trailer. Spray hood, dual batt. & switch, P.S.I., compass, tach. Garaged. $8000. Days: 516-226-9030. Eves: 842-4169.

USED & Remanufactured Parts & Motors. Lower units, power packs, starters, crankshafts, props, etc. KELLY'S OUTBOARD WORLD, 516-567-3417.

RECREATIONAL JOY! 1978 16' Starcraft Bow Rider, 65 hp. Tilt trailer. Excl. cond. Many extras. $3450. Eves: 585-8591.

26' SAKONETT Bass Boat, mahogany. Built 1969. FWC Isuzu diesel installed 1983. Rear controls. VHF, depth finder, washdown pump & more. $10,000. 516-549-BOAT.

25' C-HAWK w/Cuddy, SS rail, 96 gal. fuel tank, 1988 150 hp Suzuki, SS prop. Windshield wipers, bilge pump, 4 rod holders. CG Pkg. FOB. $19,300. Financing avail. 17'-25' Center Console also avail. JENSEN MARINE, Copiague, NY; 516-226-9739.

GRADY WHITE Trophy 25' 1983, twin 150 Evinrude O/Bs. Trim tabs, Loran, depth finder, water temp, VHF radio, gin pole, new plastic, 223 gal. fuel. SW washdown, live well & F/W sink. Dual batt. w/switches. Full instrumentation. Ultimate fishing boat. $38,500. Eves after 6PM: 718-268-0438. Days: 1-718-463-7160.

1987 20' ANGLER W/A Cuddy, 150 hp Yamaha O/B. VHF, DF. Low hrs. Extras. 718-261-9459.

GM 350 c.i. FWC, 240 hrs. 2:1 trans. Complete. Runs perfect. $2000. 718-478-3542.

SUZUKI®

Super Sale! 150 & 200 hp V6s w/SS Props. First w/ oil injection. 2-200 hps. Also in stock. JENSEN MARINE, 516-226-9739.

1987 STAMAS 19' center console, full instrumentation, dual batt. w/selector switch, 1987 Mariner 135 hp O/B w/pwr trim, S/S prop. 1987 Shorelander trailer w/elec. winch, spare tire, trailer jack. All w/extended warranties. $15,500. 516-731-1601.

28' NAUSET, Downeaster 1979. 1986 240 hp Perkins diesel w/trans. 350 hrs. Radar, auto pilot, 2 Lorans, 2 VHF, 2 depth/fishfinders. Temp gauge, Halon sys., fight chair. Tackle Locker, V berth, head & more. Excl. sport fishing boat. $45,000. 201-928-9471.

1986 SEA OX 23' Walkaround cuddy, 200 Yamaha on bracket. Hardtop w/full encl. Outriggers, trim tabs. Live bait well, dual batt., electronics. Ask: $24,995. 718-847-0276.

MR. OUTBOARD INC—USED FISHING BOATS
Mako, 1982 25' twin 150 Mercs., T-Top, spray hood, full electronics-$19,500
Mako 1984 22', 235 Evinrude, radar arch, tandem trailer & winch-$18,000
Sea Ox 1981, 23' center console, 1983 235 Johnson-$9200
Regal 1981 24' Cuddy Cabin. Rebuilt 260 Merc.-$11,000
Answer 1982 21' cuddy cabin 1985 200 Mariner-$7900
Bayliner, 1985 19' Trophy 125 Force & trailer-$7995
Wellcraft 1981 25' Offshore, 260 engine-$11,000
MR. OUTBOARD, 516-589-8513.

1980 COBIA 15', 1984 60 hp Evinrude, Trailer. $2900. 718-845-6176.

FOUR WINNS 1984 19' Bowrider. Mint. Trailered. 90 hp Merc. Pwr. Tilt & trim. Pwr. winch, CB, depth finder. Full canvas. $8100. Day: 516-781-4307.

1985 MERCURY Outboard, 75 hp. Controls, cables, spare prop. Two 6 gal. fuel tanks. Very low hrs. Mint cond. $2100. Eves: 516-735-0376.

Continued On Next Page ➡

25' 1983 WELLCRAFT 260 hp Mercruiser I/O. Ship-to-shore power. Walkaround; full swim platform. Sleeps 4. Full galley. VHF, depth recorder & much more. $18,000. Tony: 212-792-5467.

CHRIS CRAFT 25' Tourn. Fish. Twin V8, new in '84. Bimini, tabs, VHF, Loran, riggers. Much more. Safe, dependable, fast. $14,000. For more info, Eves & Wkdns: 516-957-9531.

MERCURY OUTBOARDS

YEAR END Clearance on all 1987 motors at below wholesale prices. 2 hp-220 hp in stock. BAYVILLE MARINE, 516-628-8686.

1984 24' PRIVATEER Chesapeake cabin, 305 Mercruiser I/O. Full electronics. Shoreline trailer. Loaded. $19,000. 914-632-1627.

GRADY WHITE 230 Gulfstream 1987, twin 150 Mercury O/Bs. Only 60 hrs. 3-yr. warranty on hull & motors. Hardtop w/radio box & rocket launcher. Trim tabs, hyd. steering, outriggers. Full canvas & full gauge pkg. Loran, VHF, CB, sea temp & computer graph recorder. Dual batt. w/switches, fuel filters & Ritchie navigator compass. SW washdown, live well & F/W sink, 12 cabin rod holders & double bunks. Too much to mention. Dream boat for offshore fisherman. Priced to sell quickly in the mid-upper $30s. John, Eves. for appt. & test ride: 516-499-2288.

1987 BAHA Sportfish 28'. Canyon rigged. 11' beam, flybridge, twin 220 hp FWC. 15 hrs. on motors. Turn Key operation. $39,990. 516-842-2255.

22' SISU Bass Boat, 115 Evinrude. Low hrs. Bimini top w/full side curtains. Aux. 12 gal. gas. $7500. Eves: 516-698-2326.

1985 STEIGER CRAFT 21' Chesapeake cabin. Totally rebuilt 200 Merc. O/B. VHF, depth sounder, chart recorder, custom rod holders, windows, compartments. Outriggers, downrigger. More! Like new. $20,000 or B/O. 516-324-9336 or 324-6739.

1976 20' 4 GRADY WHITE C.C. 200 hp Johnson, T/T, Bennett tabs & extras. Comes w/galv. trailer. All mint. $7500. After 6PM: 589-6281.

19' MAKO 1984 115 hp Merc. SI-Tex recorder, galv. trailer & extras. Mint cond. Best Offer. 516-765-5509.

1986 AQUASPORT 17' C.C. Osprey, 1986 75 hp Oil injected Merc, PT&T. Vhf radio, compass, 10 rod holders. Rack stored year-round. Dealer serviced. $8000. 201-339-2760/867-6590.

THUNDERBIRD 19' '82 115 hp J ohnson, '76 Cox trailer. Humminbird 4ID fish finder. Plus many more extras. Excl. fishing & water skiing boat. $2200. 516-385-1487.

1979 GRADY WHITE 204C 1979, 150 Evinrude, less than 200 hrs. Dealer maintained. X-3, Maxi horizon VHF, CB. Dual batt., filter, enclosure, extra tunnel cover, 1/2 swim platform. $10,000. 718-834-0076.

31' COLUMBIA II. Twin CM655 TW diesels. Cruise 25 MPH. 15 gal. per hr. Loran, VHF, sea temp, CB, radar, constavolt. Fight chair, gin pole. Lee riggers w/spreaders. Teak cockpit & pulpit. Custom interior. $59,900. Dasy: 516-737-0505.

1987 SEAWAY 20' center console. Boat & motor manufacturer's Demo. Less than 10 hrs. VHF, depthfinder. Compl. inst. Powered by Suzuki 200 hp Anniversary Edition. Compl. w/deluxe trailer. Will deliver. Ask: $20,000. 201-534-5057.

1985 PRO-LINE 21' Walkaround cuddy, 115 hp Yamaha. Low hrs. Bimini top, Cox trailer. VHF, LCD fishfinder. Extras. Ask: $12,500. 516-698-9300.

26' SEA SKIFF, Offshore, Groverbuilt. 6 cyl. diesel. Original owner. Fully equip. for offshore. All electronics. Ready to sail. $23,000. Wknd. & Eves: 516-781-4575.

BLACKFIN 24' center console, 350 Crusader FWC. Outriggers, VHF, CB, 2 depth finders. Excl. cond. $18,000. 516-378-4621.

SEA RAY 26' 1984 Sundance, 260 Merc. Head, galley, free drop windlass. Swim platform, trim tabs. $25,000. 516-242-7135.

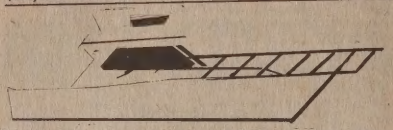
26' GROVERBUILT 1978, 120 hp Ford diesel, 2000 hrs. Loran, fathometer, VHF. Numerous builder options. Owner moving. $11,000. 718-238-8219.

GRADY WHITE 87 Tournament 19'. Full canvas, DF, VHF, compass, 2 new batt. All lines & equipment. 87 Yamaha 115 hp. S/S prop, 87 galv. Shoreline trailer w/brakes. Electric winch, spare tire. Less than 20 hrs. Mint cond. $18,000. 516-752-0816.

STEIGER CRAFT 23' Chesapeake. 1988 show model. Immediate avail. Extended hardtop, custom show options. 175 hp Evinrude. Compl. Pkg-$25,900. Contact WHITE WATER MARINE, 567-4040/589-2502. Many other show specials.

REGAL 25' 1985 250FF, twin 170 hp FWC Merc I/Os. Digital depth finder, shore power, bow, pulpit, swim platform. Plus much more. $20,000. PORT OF EGYPT, Southold, 516-765-2445.

TIARA Pursuit 2500 cuddy, twin 1984 Johnson 150s, VRO, VHF, Loran. Stereo, recorder. Washdown, canvas. Ready to fish. A great boat. $24,000. 516-546-1901.



STINGRAY 42' 1988 Sportfisherman. Incl: Twin Caterpillar 3208TA, 375 hp ea. 32,000 BTU AC w/ reverse cycle heating. 8 KW Northern Lghts generator, recessed trim tabs. Batt. charger, refrig.-freezer, stove, oven. Live bait well. Custom interiors. Much more. $199,900. 516-242-7135.

1983 CHRIS CRAFT 21', Scorpion w/cuddy cabin, 175 hp Volvo FWC I/O. Lowrance X15 chart recorder & Horizon VHF. Porta-Potti, 2 Penn Fathommaster downriggers, Ritchie compass. Full CG Pkg. $9500. 516-643-2059.

235 hp JOHNSON 1979. Good condition. Low hrs. 2 Props. $750. Eves: 718-723-5832. Days: 516-764-7712.

83 21' PRO-LINER Walkabout cuddy, 115 hp Mercury. Excl. Cond. Cox trailer. Many extras. $10,100. Eves: 516-242-2205.

1976 MAKO 17', 70 hp Evinrude motor & 1984 Load-Rite trailer, elec. winch. $5000 Firm. 581-5308.

SPORTCRAFT 16' 1983 Center Console, 1984 90 hp Yamaha & Calkins trailer. On display at PORT OF EGYPT, Southold, 516-765-2445.

25' BERTRAM Convertible, repowered 1985 T/470 Mercruisers. Full electronics. Canyon ready. Mint. Must Sell. New boat ordered. $22,000. Gary: 718-738-7183.

24' 1986 GRADY WHITE Offshore, 225 Johnson w/185 hrs. Hardtop, full enclosure. Loaded w/ options & top line electronics. Mint. Turn-key. B/O. 203-388-3328.

1979 MAKO 25' Center Console, twin 150 hp Mercs. Full Biminis, trim tabs, hydraulic steering. Loran, paper recorder, digital depth finder, VHF. With trailer. $16,800. 516-269-9397.

WELLCRAFT 1986 250 Coastal, twin 150 C/R Yamahas. Low hrs. Chart recorder, VHF, Dytek. Full canvas; winter cover. Many extras. Immaculate. Must be seen. $32,000. Eves: 718-278-8627.

BERTRAM 25 FBSF. New I/Bs. 1984 twin V8 FWC. '67 hull in excl. cond. Loaded for offshore. All new electronics. Must sell! Offers. Days: 212-709-6630. Eves: 718-634-4075.

1986 25' GRADY WHITE Trophy Pro, twin 170 hp Mercruisers, H/Top w/enclosure. Every conceivable option, incl. rocket launchers, outriggers, Furuno color chart & Loran, Icom & Polaris VHFs. Full swim platform. More. Rigged for serious fishing. Only 100 hrs. $46,995. Offers. OCEAN SPRAY MARINE, 516-781-9878.

23' MARATHON Sunblazer, 225 hp Volvo. Sleeps 4. Galley, toilet, shower, camper top, VHF radio. Compass, depth finder, Halon fire syst. This boat is loaded & clean. In City Isl. 212-885-0182.

1974 20' MFG Center Console, 1986 120 V4 Johnson O/B. All extras included. $7000. 718-380-6379.

Two 318 Chryslers FWC w/transmissions. Left broken crank; right runs perfect. 475 hrs. $2500. 516-437-5310.

STARCRAFT 16' Unsinkable Alum. side console. New 84, 35 hp Elec. start Johnson. New 85; 60 hrs. on engine. Two 6-gal tanks, compass, DF, scanning handheld VHF. Lights, rod storage, galv. trailer. Like new; perfect fishing boat. Used in LI Sound & Peconics. $4200. After 4: 516-298-4570.

1985 CRUISERS Inc., Ultra vee 33', twin 350 hp Crufs. FWC. 60 hrs. 2/120 V syst. 3 batt., 1 head, H.C. press. water, fume dedct. VHF, DF, comp. eng. synch, frog. frzr, elct, alco stove, micro, ice maker, wet bar, stereo. Full canvas, swm. platfm. Trim tabs. New boat coming. $69,990. 798-4747. Wkdn: 567-7905.

BARR Replacement manifolds. Marine power inboards. LIGHTHOUSE MARINE, 516-722-3400.

BERTRAM 28' 1978 FBSF. Twin 228 hp FWC. New electronics in '84. Extra fuel. Canyon ready. Eves: 516-666-4184.

OMC 250 hp. New. Must sell. Ask: $2900. Day: 516-489-0940. Eves: 516-422-0880.

34' WEBBERS Cove Fiberglass Sportfisherman, Cat diesel, radar, Loran, recorder, VHF. Excl. charter boat. $30,000. 516-669-5708.

JERSEY SKIFF 30' FB, FWC International I/B. Morse controls, new cushions, new bench seat, new shaft & prop. New gas tanks. Sleeps 4. Head, galley. Great fishing boat. Depth & radio. $1200. 516-285-7239.

BOATING EQUIP.

FURUNO 1700 Radar. Like new condition. Will Demo. $1475. Eves: 516-661-5593.

SS Props. 2-Mercruiser 13¾ x 21. Like new. Both $650 or trade for 19 pitch. 15x19 Chopper $275. Johnson/OMC 13x19 $175. 669-8660.

19-22 5000 lb. EZ Loader Galv. Tandem Trailer. New axles & hubs. $1195. Days: 91[illegible]8-1900. Eves: 914-725-5177.

BOAT TRAILERS: EZ Loader. All sizes in stock. Immediate Del. Priced right. Trailer hitches installed. SEAHORSE TRAILER, Glen Head, NY. 516-676-5313.

PROPS: 22x22 Nibral 1¾ shaft R.H.-$395; 22x22 Federal 1¾ shaft L.H.-$365. Reconditioned. Balanced. Eves: 516-661-5593.

TUNA TOWER, Pipewelders, radar platform, Bimini, quartz lights, steering. Fits 11'-15' beam. Fight chair w/footrest. Dys: 516-226-9688.

LEE Fight Chair complete w/cushions, cover, 2 rod holders, 2 gimbals, 2 stanchions. 914-633-9134

OUTRIGGERS: Pompanette bridge mount 2' stainless pole holders. Poles 22' aluminum. $450. 212-222-3325.

QUICKSILVER Stainless Steel Propellers. Two 14" diameter X 19" pitch wheels. Used only once. Fits Merc V6 O/Bs or Mercruiser stern drives. Original cost-$660; will sacrifice at $475. John, Eves: 516-499-2288.

BOAT TRAILERS FOR RENT: Single & Tandem Axle. Daily, weekly, monthly rates. Temporary & permanent hitches for sale or rent. BARN TRAILER SERVICE, 57-05 B'way, Woodside, NY. 718-426-7039.

COMPASSES—COMPASSES—COMPASSES
Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. JENS JACOBS NAUTICAL SERVICE, 516-757-7169.

TWIN CHRIS CRAFT 350 engines. Plus transmissions, new heat exchanger. $1500. Eves: 516-298-5510.

20% OFF All OMC, Evinrude & Johnson propellers. BURCK, City Island, NY; 212-885-1559.

CUSTOM MARINE WOODWORK. No job too small: tackle lockers, instrument enclosures, consoles, bow pulpits, etc. Interior & exterior repairs & restorations. CUSTOM MARINE CARPENTRY, 516-623-1639.

RADAR, Loran, autopilots, VHF, SSB, fish recorders. Sales & Service most major brands. Custom installations. MARITIME COMMUNICATIONS INC., 377 Woodcleft Av, Freeport, NY; 516-623-4421.

FOR CENTER CONSOLE BOATS
Why get soaked? Protect yourself & your electronics for less than $2000. THE WEATHER BEATER, Box 7193, Garden City, NY 11530; 516-226-0496.

ELECTRONICS: Uniden VHF-$100; Decca-Racal #470 Radar-$500; Horizon LTD VHF-$150; King Loran #8001-$400; Humminbird Video CVS-200-$400; Vigil RM Radar-$1500. After 7PM: 914-225-4641.

MISCELLANEOUS

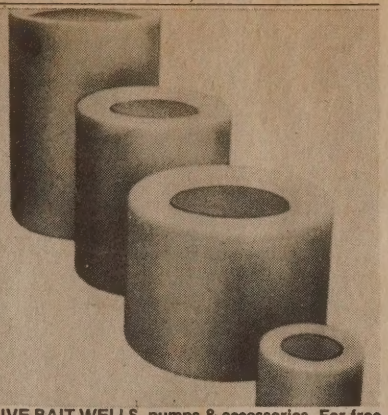
POWER BOAT OWNERS: Learn safety, navigation, Loran, seamanship, radio. Also deliveries. Captain Larry Lewitt: 516-671-6066.

BOAT PARTNER
Recently bought 21' Cruiser but have no experience about boating. I would love to get into boating more. I have the boat, if you have the knowledge. I am semi-retired. Boat docked in the Orchard Beach area in the Bronx. Herb: 914-693-2315.

BROTHERS BOAT CLEANING SERVICE
Washing, waxing, interior, exterior. Weekly, monthly, seasonal. Bottom painting. Spring, summer & fall services. Power washing, teak cleaning. Winterization; shrink wrapping. For free estimates, call the professionals. Tom or Phil: 516-265-0265.

FOR SALE: 100 lb. Mooring. Like new-$110. Also looking for a Paragon V-Drive around 1972. Sal: 516-265-7885.

FIGHTING CHAIRS: Let us refinish your old chair New chairs are also available. CUSTOM MARINI WOOD PRODUCTS CO., 516-567-7233.



LIVE BAIT WELLS, pumps & accessories. For free brochure, send $.25 p/h. THE CADDY CO., 57 Bayonne Av, Dept. E, Central Islip, NY 11722; 516-234-0144.

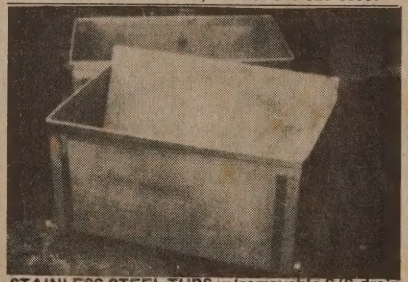
SALES OPPORTUNITY

Large, full service yacht dealership & marina located in Montauk Pt., LI seeks an experienced sales person. Knowledge of sport fishing & large sport fishing yachts essential. This is an excellent opportunity for the right individual. 516-668-5052.

FULLY LICENSED CAPTAIN: Available for water deliveries, boat handling & navigation instructions & trips. 516-795-4498.

WANTED: Fisherman to share expenses. Boat at Montauk. Spring fishing, cod, flounder, etc. 226-4586.

BOAT CLEANING: Washing, waxing, interior & exterior cleaning. All types of cleaning service. Weekly, monthly, seasonal rates. Special spring open-up service. Call for free estimates. LIKE NEW BOAT CLEANING, Richie: 516-826-3699.



STAINLESS STEEL TUBS w/removable S/S drain board & side drain plug. 40"L x 30"W x 24"D. $250 ea. Call Chico at 516-242-7523.

DEALERS WANTED
Dealers wanted to sell Charlie Graves saltwater chrome fishing lures. Eves: 516-796-6304.

HELP WANTED: Seasonal work, March 15-Oct. 1st. Route driver for wholesale bait delivery. Ideal for semi-retired. Salary & days flexible. REGAL MARINE PRODUCTS, 516-385-8284.

MOTORS "R" US
MOBILE MARINE SERVICE: Mercruiser; OMC stern drives; Merc O/B; Evinrude & Johnson O/B. Repower, rebuild. Tune-ups, winterizing, shrink wrapping. 516-588-8024.

BOAT CANVAS Resewn, replace zipper, snaps, windows. Boat Upholstery; 29 years experience. Dan: 516-666-3326.

LORAN Numbers for 60 of the area's hottest wrecks, reefs & fishing spots are avail. on a 4"x5½" fully laminated card which is waterproof, durable & compact. Simply send $5 to: DE MAPO ENTERPRISES, 1204 Ave. U, Suite 1231, Brooklyn, NY 11229.

HONEYWELL Electric Gen. 12V-110V, 500 watts-$175. Guest Model 2401 Batt. Isolator. New-$20. Guest Model 2515A, 15 amp batt. charger. New-$100. Prop 18D x 18 P L/H 1-1/8" shaft-$50. Prop 12D x 13P R/H 1-1/8" shaft-$25. After 6PM: 516-746-7236.

MERCRUISER Sterndrives repaired & overhauled. Rebuilt outdrives for sale. Trim cylinders rebuilt. HIGHLAND MARINE, 516-587-7567.

HOUSE PAINTING: Interior & Exterior by Jack "The Painter" Murray. Let us paint while you fish. 516-273-0960.

SERIOUS Brooklyn Fisherman seeking same with transportation to fish various areas: Sheepshead Bay, Captree, Montauk, etc. Will share expenses. 718-435-0979. Leave message.

EMPLOYMENT OPPORTUNITY: Licensed Captain, 100 ton inland license required to operate a 45 passenger Ferry on Great South Bay. Days, 10-4, Mon.-Fri.: 286-0327.

INSURANCE Boat, home. Low rates. Immed. coverage. Phone quotes. ROYAL BKG., Hauppauge, Jericho, W. Islip. 435-1666.

FISHING TACKLE

CATCH MORE FISH—with superior designed saltwater rigs. Send for free catalog now! HUDSON TACKLE, Dept. I, PO Box 437, Kearny, NJ 07032.

MUSTAD HOOKS
and other fine tackle at sensible prices. Free catalog. TERMINAL TACKLE CO., Box 427, Kings Park, NY 11754.

EXPERT Rod & Reel Repairs now at 20% off w/this Ad. LINDENHURST BAIT & TACKLE, 281 E. Montauk Hwy, Lindenhurst, NY; 226-9030.

FREE CATALOG Handmade Lures, rigs, components. Finest quality bottom rigs. 8/$5. Flounder, blackfish, whiting, ling, sea bass, porgy, cod, killer fluke. You may assort. MOUNTAINTOP TACKLE, #66LI, Eden, Vt 05652.

FISHING TACKLE Garage Sale on Jersey Shore. New & used rods, reels, line, lures, accessories, tackle boxes, electronics, etc. Sat., March 19th, 9-3; Sunday, March 20th, 10-2. 201-223-5729.

#6 SPROAT Flounder Hooks. Hand-tied. 6/$1. AL KAPLAN, 35-63 80th St., Jackson Hts., NY 11372.

FREE CATALOG! Rod building supplies, line, leader material, lures, build your own lure supplies, mold, leadheads, connectors. Much, much more. WEST FALMOUTH TACKLE, Box 873M, West Falmouth, MA 02574; 617-548-0160.

REAL ESTATE

MONTAUK: Beautiful cottages for Rent on the cliffs overlooking Ft. Pond Bay. In-between Harbor & town. Daily; weekly. 516-668-2071.

RENT FLORIDA KEYS Condo, Duck Key, 2BR, 2Bth. Fully equip. Week or month. Bus: 516-264-2202. Home: 516-598-1569.

JENSEN BEACH, Hutchinson Isl., Stuart, FL. 1BR Condo on the ocean. Rent direct from owner, save 40% of rental program rates. Summer rates in effect May-Nov. Pictures of everything. Eves: 516-789-5555.

SOUTHAMPTON: 100' Waterfront, deep water, protected pond. Easy access Shinnecock Bay/Ocean. Ask: $185,000. 516-621-1728.

WATERFRONT Brooklyn Home. All modern; low taxes. New 2-boat dock, deck & bulkhead. Perfect retirement home. $280,000. 718-891-8346.

BEACH BUGGIES

1966 INTERNATIONAL Step Van: 18', 4-wheel drive. Sleeps 3. 200 qt. front mounted cooler. Needs battery. $2000. After 6PM: 516-273-0960.

1984 FORD Bronco, 302 V8. Bench seat, PB, PS, AC. Midnight Blue/Charcoal Grey. High mileage but well maintained by dealer. Excl. cond. $7800. 516-581-0077 after 7:30PM or Wkdns.

The Ultimate Beach Buggy: Aluminum step van camper, w/refrigerator, freezer, bath, 45 gal. FW, stereo, CB. Must sell. $3850. 516-728-2797.

If you're not seeing a lot of Grady-Whites offshore, you're probably fishing the wrong spots.

Even though we build only a limited number of boats each year, Grady-Whites often outnumber other makes at the best offshore fishing spots.

The reasons are simple. First, Grady-Whites are built with the same attention to fishing function and detail that separates great fishermen from ordinary anglers. So, naturally the best fishermen are drawn to Grady-Whites.

Secondly, with hulls and decks of 100% hand-laid fiberglass, foam-filled, self-bailing Grady-Whites are so durable, you'll find five, ten, even fifteen-year-old Gradys running offshore on a regular basis.

So, with great fishermen fishing great boats that last for years, it's no surprise that Grady-Whites are found in great numbers at the fishing grounds.

When you build state-of-the-art sportfishing boats for 30 years, the numbers begin to add up.

Limited production. State-of-the-art.

GRADY-WHITE BOATS

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